

IRON SHIP.

8804
3 OCT. 81

No. 8804 Survey held at *Dumbarton* Date, First Survey *21st May 1888* Last Survey *1st October 1888*
On the *Screw Sr "Conquistador"*

Tonnage under Tonnage Deck	1215.43
Ditto of Third Spar, or Topping Deck	115.14
Ditto of <i>Top of Mast</i> or <i>Raised Or. Dk.</i>	12.89
Ditto of Houses on Deck	4.20
Ditto of Forecastle	24.61
Gross Tonnage	1372.27
Less Crew Space	
Less Engine Room	439.13
Register Tonnage as cut on Beam	933.14

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR OR AWNING DECKED VESSEL.	
Half Breadth (moulded)	16.5
Depth from upper part of Keel to top of Upper Deck Beams	22.16
Girth of Half Midship Frame (as per Rule)	35.29
1st Number	73.95
2nd Number	17642.9
Length	238.58
Proportions— Breadths to Length	4.23
Depths to Length—Upper Deck to Keel	10.76
Main Deck ditto	

Master *Francisco Vines 88. 88*
 Built at *Dumbarton*
 When built *1888* Launched *3 Sept. 1888*
 By whom built *A. McMillan & Son*
 Owners *Perez Hermannos & Maycas*
 Residence *Valencia*
 Port belonging to *Valencia*
 Destined Voyage *Spain*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule	238 7	BREADTH—Moulded	33 0	DEPTH top of Floors to Upper Deck Beams	20 3	Power of Engines	103	Nº of Decks with flat laid	2	Nº of Tiers of Beams	2
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Dimensions of Ship per Register, length, *240.0* breadth, *33.0* depth, *19.1* moulded depth *21.3 1/2*.

	Inches in Ship.	Inches per Rule.	Class 100A		Class 100B		Class 100C		Class 100D	
	Inches in Ship.	Inches per Rule.								
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2								
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2								
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5								
" " for Propeller	8 1/2 x 5	8 1/2 x 5								
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24								
FRAMES, Angle Iron, for 3/4 length amidships	5 3 8	5 3 8								
Do. for 1/2 at each end	5 3 7	5 3 7								
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	23								
thickness at the ends of vessel	7	7								
depth at 3/4 the half-bdth. as per Rule	11 1/2	11 1/2								
height extended at the Bilges	46	46								
BEAMS, Upper, Spar, or Awning Deck	5 1/2 3 8	5 1/2 3 8								
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space	24	24								
BEAMS, Main, or Middle Deck										
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
BEAMS, Lower Deck										
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
BEAMS, Hold, or Orlop										
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
KEELSONS Centre line, single or double, plate, box, or Intercoastal, Plates	12	14	12	14						
Rider Plate	12	12	12	12						
Bulb Plate to Intercoastal Keelson										
Angle Irons	5 1/2 4 10	5 1/2 4 10								
Double Angle Iron Side Keelson	5 4 9	5 4 9								
Side Intercoastal Plate										
do. Angle Irons										
Attached to outside plating with angle iron	3 3 7	3 3 7								
BILGE Angle Irons	5 4 9	5 4 9								
do. Bulb Iron										
do. Intercoastal plates riveted to plating for length										
BILGE STRINGER Angle Irons	5 4 9	5 4 9								
Intercoastal plates riveted to plating for length										
SIDE STRINGER Angle Irons	5 4 9	5 4 9								

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
 REVERSED ANGLE IRONS on floors and frames extend *from* middle line to *upper deck* and to *lower deck* 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 *1/8* in. diameter, averaging *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 *3/4* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked *double* riveted; with rivets *7/8* in. diameter averaging *3/2* ins. from centre to centre.
 Butts of *4* Strakes at Bilge for *1/2* length, treble 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 *7/8* in. diameter, averaging *2 3/4* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked *double* riveted; with rivets *7/8* in. diameter, averaging *3/2* 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 *length* amidships. Butts of Upper or Spar Sheerstrake, treble riveted *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 *5 1/4* Breadth of laps of plating in single riveting *5*
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *5* No. of Breasthooks, *5* Crutches, *Deep floors*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good. Frames & Reverse plates*
 Manufacturer's name or trade mark, *Coats. Shell plates, stringers, tank top and deck plates, Stoddon's malleable*
 The above is a correct description.
 Builder's Signature, *Wm. McMillan & Son* Surveyor's Signature, *J. Shearle*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number

State clearly where plating is of alternate thicknesses as at fitting finished from distributed 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 and fitted* 8804. g/s.
 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? *No*

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

	Length	Heel	Deck	Round	Cap
Foremast	68 1/2	15 x 5/16	20 1/2 x 5/16	16 1/2 x 5/16	12 1/2 x 5/16
Main Mast	64	14 1/2 x 5/16	20 x 5/16	16 x 5/16	13 x 5/16

Foremast formed of three plates in the round - Mainmast of two plates. Landings dble riveted. Caps dble riveted below partners, remainder treble riveted. Double plates at partners.

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
								Bower Anchors	Stream Anchor					
		Chain	270	1 5/8	66 1/2	270	11/5/1888	17532	26.1.14	25.18.0.4				22/7/88
One Six and Spare	Fore Sails,	Iron Stream Chain	75	1	27.18	75.1	5/5/1888	17533	25.3.14	25.10.1.7				24/7/88
	Fore Top Sails,	or Steel Wire						17534	22.1.21	22.15.0.0				7/8/88
	Fore Topmast Stay Sails,	or Hempen Strm Cable												
		Towline, Hemp.												
	Main Sails,	or Steel Wire	90	3/4 Steel	22	90.3/4	Black, Reardon Co	17524	8.2.21	10.14.2.0	8.2.0			24/7/88
		Hawser	90	8 1/2		90.8 1/2	25/9/88							
	Main Top Sails,	Warp	90	6		90.6		17525	4.1.9	6.13.2.0	4.1.0			24/7/88
	and	quality Good	90	3 Steel	18		Black, Reardon Co	17526	2.2.0	5.0.0.0	2.1.0			24/7/88

Standing and Running Rigging *is* sufficient in size and *good* in quality. She has *4* *Long Boats* and

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

Engine Room Skylights.—How constructed? *Iron Coatings, teak over* How secured in ordinary weather? *Screw down bolts*

What arrangements for deadlights in bad weather? *Stunt glass, guarded with rods. Tarpanlins over all*

Coal Bunker Openings.—How constructed? *Hatchways on bridge* How are lids secured? *Solid hatches with hotten tarpanlins* Height above deck? *11 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *One scupper to fore deck and two to after deck on each side*

Cargo Hatchways.—How formed? *Common and fore scuttles in usual manner*

State size *Main Hatch 13.8 x 11.10* *Fore hatch 19.11 x 11.10* *Quarter hatch 11.10 x 11.10* *After 23.9 x 11.10*

If of extraordinary size, state how framed and secured? *Yes*

What arrangement for shifting beams? *A shifting beam in No. 1. Webplate beam in No. 2. and two web plate beams in No. 4*

Hatches, If strong and efficient? *Yes. Solid 3" 3 fore and afters in each hatchway.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	State dates of letters respecting this case
2149	30 th March 1888			286	24/3/88 27/3/88 29/3/88 7/5/88 20/5/88 29/5/88

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 *1888. May 21. 26. 28. June 7. 12. 15. 18. 20. 22. 25. 27*
- 2nd. On the plating during the process of riveting *July 3. 6. 10. 27. 31.*
- 3rd. When the beams were in and fastened, and before the decks were laid... *July 3. 8. 13. 17. 21. 24.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... *Sept. 5. 13. 24. 25.*
- 5th. After the ship was launched and equipped *Oct 1*

General Remarks (State quality of workmanship, &c.) *This is an iron screw steamer with a topgallant fore-castle bridge house and a small hood at after extremity. She has been built in accordance with the approved Plans and with the Rules generally. A middle portion of the length of the vessel is framed in the ordinary way, while for a considerable length at each extremity she has a double bottom of cellular construction. The water ballast tanks have been duly tested with water pressure and found satisfactory. The materials and workmanship are good. The requirements of the Committee's memorandum dated 26 March 1888. have been complied with.*

Good

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

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

The amount of the Entry Fee£ *4* : : is received by me, *J. Hearle*
 Special£ *59* : : *29/9/1888*

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

Committee's Minute *FRIDAY 5 OCT 1888* 18

Character assigned *100 A 1*
2 Sts (Steel)
Cell 5 B
MC 10, 54
Cell 5 B
 Surveyor to Lloyd's Register of British and Foreign Shipping.
 It is submitted that this vessel appears eligible to be classed *100 A 1* as recommended
 Lloyd's Register
 Cell 5 B. (Particulars appended)
 5/10/88

(The Surveyors are requested not to write on or below the space for Committee's Minute.)