

IRON SHIP.

(Received at London Office, ...)

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No. 8804 Survey held at *Dumbarton* Date, First Survey *21st May 1888* Last Survey *1st October 1888*
On the *Screw Sr "Conquistador"*TONNAGE under *1215.43*
Tonnage Deck *115.14*
Ditto of Third Spar *12.89*
Ditto of *12.89*
Ditto of Houses on Deck *4.20*
Ditto of Forecastle *24.61*
Gross Tonnage *1372.27*
Less Crew SpaceONE 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*
2nd Number *17642.9*
Proportions— Breadths to Length *7.23*
Depths to Length—Upper Deck to Keel *10.76*
Main Deck dittoMaster *Francisco Vines 88.88*
Built at *Dumbarton*
When built *1888* Launched *3 Sept. 1888*
By whom built *A. McMillan & Son*
Owners *Perez Hermanos & 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* N° of Decks with flat laid *2* N° of Tiers of Beams *2*
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.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	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	9 x 2 1/2	9 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	24	24	16 1/2 x 12 1/2	14 1/2 x 10 1/2	11 1/4 x 10 1/2	3 1/2 x 10
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	24	24	16 1/2 x 12 1/2	14 1/2 x 10 1/2	11 1/4 x 10 1/2	3 1/2 x 10
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	24	24	16 1/2 x 12 1/2	14 1/2 x 10 1/2	11 1/4 x 10 1/2	3 1/2 x 10
" " for Propeller	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	8 1/2 x 5	24	24	16 1/2 x 12 1/2	14 1/2 x 10 1/2	11 1/4 x 10 1/2	3 1/2 x 10
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	24	24	24	24	24	24	24	24	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8	5 3 8
Do. for 1/2 at each end	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7	5 3 7
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7	3 3 7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23	23	23	23	23	23	23	23	23	23	23	23	23	23
thickness at the ends of vessel	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
depth at 1/2 the half-bdth. as per Rule	46	46	46	46	46	46	46	46	46	46	46	46	46	46
height extended at the Bilges	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BEAMS, Upper, Spar, or Awning Deck	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Single or double Angle Iron on Upper edge	24	24	24	24	24	24	24	24	24	24	24	24	24	24
Average space	24	24	24	24	24	24	24	24	24	24	24	24	24	24
BEAMS, Main, or Middle Deck	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Single or double Angle Iron, Plate or Tee Bulb Iron	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Average space	48	48	48	48	48	48	48	48	48	48	48	48	48	48
BEAMS, Lower Deck	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Single or double Angle Iron, Plate or Tee Bulb Iron	8	8	8	8	8	8	8	8	8	8	8	8	8	8
Single or double Angle Iron on Upper edge	48	48	48	48	48	48	48	48	48	48	48	48	48	48
Average space	48	48	48	48	48	48	48	48	48	48	48	48	48	48
BEAMS, Hold, or Orlop	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Single or double Angle Iron, Plate or Tee Bulb Iron	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Single or double Angle Iron on Upper edge	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Average space	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Rider Plate	12	12	12	12	12	12	12	12	12	12	12	12	12	12
Bulb Plate to Intercostal Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Double Angle Iron Side Keelson	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Side Intercostal Plate	3	3	3	3	3	3	3	3	3	3	3	3	3	3
do. Angle Irons	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Attached to outside plating with angle iron	3	3	3	3	3	3	3	3	3	3	3	3	3	3
BILGE Angle Irons	5	5	5	5	5	5	5	5	5	5	5	5	5	5
do. Bulb Iron	5	5	5	5	5	5	5	5	5	5	5	5	5	5
do. Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BILGE STRINGER Angle Irons	5	5	5	5	5	5	5	5	5	5	5	5	5	5
Intercostal plates riveted to plating for length	5	5	5	5	5	5	5	5	5	5	5	5	5	5
SIDE STRINGER Angle Irons	5	5	5	5	5	5	5	5	5	5	5	5	5	5

The FRAMES extend in one length from *Keel* to *gunwale*
The 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 1/8* 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 *1/16* 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 1/2* ins. from cr. to cr.
Edges of Main Sheerstrake, double or single riveted.
Butts of Main Sheerstrake, treble riveted for *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *1/2* length amidships.
Butts of Main Stringer Plate, treble riveted for *1/2* 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 frames*
Manufacturer's name or trade mark, *Coats. Shell plates. Stringers, tank top and deck plates, Stockton Malleable*
The above is a correct description.
Builder's Signature, *McA. McMillan & Son* Surveyor's Signature, *J. Henle*
Surveyor to Lloyd's Register of British and Foreign Shipping.

