

297

IRON SHIP.

No. **8090** Survey held at **Greenock** Date, First Survey **21st Feby/81** Last Survey **8th Nov**
On the **Screw Steamer "Cape Clear"**

TONNAGE under Tonnage Deck } **2333.85**
 Ditto of Third, Spar, or Awaiting Deck }
 Ditto of Poop, or Recessed Deck } **10.29**
 Ditto of Houses on Deck } **5.76**
 Ditto of Forecasts }
 Gross Tonnage } **2349.88**
 Less Crew Space } **97.15**
 Less Engine Room } **75.96**
 Register Tonnage as out on Beam } **1500.77**

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR MASTING-DECKED VESSEL.
 Half Breadth (moulded) Feet. **19**
 Depth from upper part of Keel to top of Upper Deck Beams **22**
 Girth of Half Midship Frame (as per Rule) **36.08**
 1st Number **77.08**
 1st Number, if a 3-Decked Vessel .. deduct 7 feet
 2nd Number **22243.74**
 Length **288.58**
 2nd Number **22243.74**
 Proportions— Breadths to Length... .. **7.6**
 Depths to Length— Upper Deck to Keel... .. **13.11**
 Main Deck ditto **amid**

Master **Henderson**
 Built at **Greenock**
 When built **1880-81** Launched **30th Sep/81**
 By whom built **Robert Steele & Co**
 Owners **A. Lyle & Son**
 Residence **Greenock**
 Port belonging to **Greenock**
 Destined Voyage **Cardiff to Java**
 If Surveyed while Building, Afloat, or in Dry Dock, **Whilst Building & afloat**

LENGTH on deck as per Rule ... Feet. **288** Inches. **7** **BREADTH** Moulded... Feet. **38** Inches. **0** **DEPTH** top of Floors to Upper Deck Beams ... Feet. **27** Inches. **9** Do. do. Main Deck Beams... Feet. **20** Inches. **0** Power of Engines ... **225** Horse. No. of Decks with flat laid **Two** No. of Tiers of Beams **Three**

KEEL, depth and thickness	Inches in Ship		Inches per Rule		Flat Keel Plates, breadth and thickness	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
	Inches.	16ths.	Inches.	16ths.					
2 bars, each on this plate	12	10	10	14	—	—	—	—	—
STEM, moulding and thickness	52	46	52	46	36	12	36	12	—
STERN-POST for Rudder do. do.	10	5 1/2	10	5 1/2	—	10	—	10	—
" " for Propeller	10	5 1/2	10	5 1/2	—	—	—	—	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	—	24	—	—	—	—	—	—
FRAMES, Angle Iron, for 1/2 length amidships	5	3	5	3	—	—	—	—	—
Do. for 1/4 at each end	5	3	5	3	—	—	—	—	—
REVERSED FRAMES, Angle Iron	3 1/2	3	3 1/2	3	—	—	—	—	—
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36	—	36	—	—	—	—	—	—
" thickness at the ends of vessel	—	—	—	—	—	—	—	—	—
" depth at 1/4 the half-bath, as per Rule	—	—	—	—	—	—	—	—	—
" height extended at the Bilges...	24	—	24	—	—	—	—	—	—
BEAMS, Upper, Spar, or Awaiting Deck	7 1/2	—	7 1/2	—	—	—	—	—	—
Single or double Ang. Iron, Plate or Tee Bulb Iron	3	3	3	3	—	—	—	—	—
Single or double Angle Iron on Upper edge	—	—	—	—	—	—	—	—	—
Average space...	48	—	48	—	—	—	—	—	—
BEAMS, Main, or Middle Deck	6	3	6	3	—	—	—	—	—
Single or double Ang. Iron, Plate or Tee Bulb Iron	9	—	9	—	—	—	—	—	—
Single, or double Angle Iron, on Upper Edge	5	4	5	4	—	—	—	—	—
Average space...	24	—	24	—	—	—	—	—	—
BEAMS, Lower Deck	—	—	—	—	—	—	—	—	—
Single or double Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—	—	—	—	—	—
Single or double Angle Iron on Upper Edge	—	—	—	—	—	—	—	—	—
Average space...	—	—	—	—	—	—	—	—	—
BEAMS, Hold, or Orlop	10	—	10	—	—	—	—	—	—
Single or double Ang. Iron, Plate or Tee Bulb Iron	8 1/2	—	8 1/2	—	—	—	—	—	—
Single or double Angle Iron on Upper Edge	4	4	4	4	—	—	—	—	—
Average space...	—	—	—	—	—	—	—	—	—
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	52	—	52	—	—	—	—	—	—
" Bulb Plate to Intercoastal Keelson	—	—	—	—	—	—	—	—	—
" Angle Irons to M.L. Bulb Plate	4	4	4	4	—	—	—	—	—
" Double Angle Iron Side Keelson	—	—	—	—	—	—	—	—	—
" Side Intercoastal Plate	—	—	—	—	—	—	—	—	—
" do. Angle Irons	3 1/2	3	3 1/2	3	—	—	—	—	—
" Attached to outside plating with angle iron	3 1/2	3	3 1/2	3	—	—	—	—	—
BILGE Angle Irons	—	—	—	—	—	—	—	—	—
" do. Bulb Iron	—	—	—	—	—	—	—	—	—
" do. Intercoastal plates riveted to plating for length	—	—	—	—	—	—	—	—	—
BILGE STRINGER Angle Irons	6	4	6	4	—	—	—	—	—
Intercoastal plates riveted to plating for half length	—	—	—	—	—	—	—	—	—
WIDE STRINGER Angle Irons	6	4	6	4	—	—	—	—	—

the **FRAMES** extend in one length from **Side to side of Tank & above to Spar deck**
 the **REVERSED ANGLE IRONS** on floors and frames extend **from middle line to Spar deck** and to **main 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 **7/8** in. diameter, averaging **5 1/2** 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 three** Strakes at Bilge for **half** 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 1/2** 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 **half** length amidships. **Butts of Upper or Spar Sheerstrake,** treble riveted **half** length amidships.
 " **Butts of Main Stringer Plate,** treble riveted for **half** length amidships. **Butts of Upper or Spar Stringer Plate,** treble riveted for **half** length.
 " Breadth of laps of plating in double riveting **1/2** in. **1/2** Breadth of laps of plating in single riveting **1/2** in.
 " Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Double** No. of Breasthooks, **Four** Crutches, **Three**
 " What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? **Good**
 " Manufacturer's name or trade mark, **Shell & inner bottom plating: Connell**
 " The above is a correct description. **Floors, angles & Bulbs: V. Stockton.**
 " Owner's Signature, **Robert Steele & Co** Surveyor's Signature, **J. D. Davidson**
 " Surveyor to Lloyd's Register of British and Foreign Shipping.

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? *Yes*
 Do any rivets break into or through the seams or butts of the plating? *Yes. a few in the butts.*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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

Fore mast 88ft 6ins long. 27x7/16 at Partners. 19 1/2 x 6/16 at Bed. 21 x 6/16 at Heads. 17 x 6/16 at Head
 Main Mast 78 - - - - 26 x 6/16 - - - - 19 x 5/16 - - - - 20 x 5/16 - - - - 17 x 5/16 - - - -
 Formed with three plates in the round, doubled at wedging + Cap. Edges double rickled. Butts above Partners table + below double rickled. all straps being 7/16 thicker than the Plates.

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.		No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
								N°.	Weight.					
	Fore Sails,	Chain ... 3089	135	1 13/16	59 3/8	27 1/2	A. Spack	6461	32-0-0	30-4-0-0	32-0-0	Chester.		
	Fore Top Sails,	Iron Straps ... 3091	75	1 7/16	22 3/4	7 1/2	Chester	6459	32-0-0	30-2-2-0	32-0-0	Chester.		
	Fore Topmast Stay Sails,	Cable ...	90	12	-	90	12	6460	28-1-3	27-7-0-0	27-1-0	50		
	Main Sails,	Towline, Hemp.	90	3 1/2	-	90	9 1/2	6462	10-2-0	12-8-3-0	10-2-0	50		
	Main Top Sails,	Steel Wire ..	90	9 1/2	-	90	9 1/2	6463	5-0-24	7-11-3-0	5-1-0	50		
	and	Hawser	90	7 1/2	-	90	7 1/2	6464	2-1-24	5-0-0-0	2-2-0	50		
		Warp	90	4 1/2	-	90	4 1/2							

Standing and Running Rigging *Good* sufficient in size and *good* in quality. She has *Just* Life Boat and *two* others.

The Windlass is *McComie's* Capstan *good* and Rudder *good* Pumps *as shown on app sketch*

Engine Room Skylights.—How constructed? *Coming plates 19x6y-rearing 1/4 thick. 7 ft above spar deck.* How secured in ordinary weather? *Bolted down*

Coal Bunker Openings.—How constructed? *Coming plates 9x6y-rearing 1/4 thick. 7 ft above spar deck.* How are lids secured? *Solid Hatch. 15 ft above deck.* Height above deck? *15 above spar deck*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two scuppers each side*

Cargo Hatchways.—How formed? *No hullwork fitted*

State size Main Hatch *23-10 x 12-0* Fore hatch *16-0 x 12-0* Quarter hatch *16-0 x 12-0*

If of extraordinary size, state how framed and secured? *Iron deck plating in way of lash on main & spar decks*

What arrangement for shifting beams? *Two deep web plates in large hatchways. One in smaller. 4 strong fore & afters in each*

Hatches, if strong and efficient? *Yes. of 3" solid pitch pine.*

Order for Special Survey No. *1002* Date *25th Dec/80*
 Order for Ordinary Survey No. *116* Date *11/11/81*
 No. *116* in builder's yard.

General Remarks (State quality of workmanship, &c.) *Quality of Workmanship + material good.*

Instead of brackets there are solid floors used in the construction of this vessel, as shown on accompanying sketch, marked A. The altered position of 3rd & 4th hatches are shown on the long plan + she is in all other respects built in conformity with the approved sketches + with the Rules.

Double bottom tested with head of water to height of the deep load line + proved to be thoroughly watertight

State if one, two, or three decked vessel, or if spar, or running 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. Spar decked*

The amount of the Entry Fee ... £ 5 : : : is received by me, *J. Dawkins*
 Special ... £ 81 : 6 : 6 *15/11/81*
 Certificate ... *gratis*

(Travelling Expenses, if any, £ ...)
 Committee's Minute *Tuesday, November, 22nd, 1881.*

Character assigned *100 A 1. Spar decked*
100 A 1. Spar decked
100 A 1. Spar decked

100 A 1. Spar decked