

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"** Master **Henderson**

TONNAGE under
Tonnage Deck } **2333.85**
Ditto of Third, Spar, or Awaiting Deck }
Ditto of Propeller } **10.29**
Ditto of Houses on Deck } **5.76**
Ditto of Foremast }
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 Awaiting-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
Length **288.58**
2nd Number **2243.74**
Proportions— Breadths to Length **7.6**
Depths to Length— Upper Deck to Keel **13.11**
Main Deck ditto **13.11**

Built at **Greenock**
When built **1880-81** Launched **30th Dec/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. **Under Building & afloat**

LENGTH Feet. Inches. **288 7** BREADTH Feet. Inches. **38 0** DEPTH top of Floors to Upper Deck Beams Feet. Inches. **22 9** Power of Engines **225** No. of Decks with flat laid **Two** No. of Tiers of Beams **Three**
Dimensions of Ship per Register, length **291.5** breadth, **38.1** depth, **26.25**

KEEL, depth and thickness	Inches in Ship	Inches per Rule	FLAT KEEL PLATES, breadth and thickness	Inches in Ship	Inches per Rule
2 bars each	10 x 1 1/2	10 x 1 1/2			
On one plate	52 x 1 1/2	52 x 1 1/2	PLATES in Garboard Strakes, br'dth & thickness	36	12
STEM, moulding and thickness	10 x 2 1/2	10 x 2 1/2	From Garboard to upper part of Bilges	10	10
STERN-POST for Rudder do. do.	10 x 5 1/2	10 x 5 1/2	Of d'bling at Bilge, or increased thickness, and length applied		
" " for Propeller	10 x 5 1/2	10 x 5 1/2	From up. prt of Bilge to lr. edge of Sh'rstrake	11	11
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	410	14
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8	5 3 8	Of d'bling at Sh'stk. & lng. applied		
Do. for 1/2 at each end	5 3 7	5 3 7	From M'n. to Up. or Spar Dk. Sh'rstrake	8	8
REVERSED FRAMES, Angle Iron	3 1/2 3 8	3 1/2 3 8	Up. or Spar Dk Sh'rstrake, br'dth & thicken'ss	410	11
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	36	7	Butt Straps to outside plating, breadth & thickness	10 1/2 17 1/2 19	8 1/2 14 1/2 10
thickness at the ends of vessel			Lengths of Plating	253	50
depth at 3/4 the half-bath, as per Rule			Shifts of Plating, and Stringers		
height extended at the Bilges	24	7	Gunwale Plate on ends of Awaiting, Spar, or	41	8
BEAMS, Upper, Spar, or Awaiting Deck	7 1/2	7	Upper Deck Beams, breadth and thickness	41	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 3 6	3 3 6	Angle Iron on ditto	4 x 4 x 9	4 x 4 x 9
Single or double Angle Iron on Upper edge	48	48	Tie Plates fore and aft, outside Hatchways	15	9
Average space	6 3 9	6 3 9	Diagonal Tie Plates on Beams No. of Pairs		
BEAMS, Main, or Middle Deck	9	9	Flat of Up. Spar, or Awaiting Dk.	3 1/2	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 4 10	5 4 10	How fastened to Beams	8	3 1/2
Single or double Angle Iron on Upper Edge	24	24	Stringer Plate on ends of Main or Middle Deck	41	10
Average space			Beams, breadth and thickness		
BEAMS, Lower Deck			Is the Stringer Plate attached to the outside plating?	Yes.	
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	Angle Irons on ditto, No.	2	
Single or double Angle Iron on Upper Edge	8 1/2 4 9	8 1/2 4 9	Tie Plates, outside Hatchways	4 x 4 x 9	4 x 4 x 9
Average space			Diagonal Tie Plates on Beams, No. of pairs		
BEAMS, Hold, or Orlop			Flat of Middle Deck* do.	6	6
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	10	10	How fastened to Beams		
Single or double Angle Iron on Upper Edge	8 1/2 4 9	8 1/2 4 9	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	38	9
Average space			Is the Stringer Plate attached to the outside plating?	Yes.	
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	52	11	Angle Irons on ditto, No.	2	
M.L. Rider Plates 1/2 length			Stringer or Tie Plates, outside Hatchways	4 x 4 x 9	4 x 4 x 9
Bulb Plate to Intercoastal Keelson			Flat of Lower Deck*	8 1/2 9	8 1/2 9
Angle Irons to M.L. rider 1/2 length	4 1/2 4 9	4 1/2 4 9	Ceiling betwixt Decks, thickness and material	2 1/2	2 1/2
Double Angle Iron Side Keelson			" in hold do.	2 1/2	2 1/2
Side Intercoastal Plate			Main piece of Rudder, diameter at head	7 1/2	7 1/2
do. Angle Irons	3 1/2 3 8	3 1/2 3 8	do. at heel	3 1/2	3 1/2
Attached to outside plating with angle iron	3 1/2 3 8	3 1/2 3 8	Can the Rudder be unshipped afloat?	Yes.	
BILGE Angle Irons			Bulkheads No.	Five	
do. Bulb Iron			Thickness of	7 1/2	7 1/2
do. Intercoastal plates riveted to plating for length			Height up	Three to Spar Dk.	
BILGE STRINGER Angle Irons	6 4 9	6 4 9	How secured to sides of ship	Double frames.	
Intercoastal plates riveted to plating for half length			Size of Vertical Angle Irons	3 1/2 x 3 x 8	
IDE STRINGER Angle Irons	6 4 9	6 4 9	Are the outside Plates doubled two spaces of Frames in length?	Yes.	

he FRAMES extend in one length from **Side to side of Tank & above to Spar deck**
he REVERSED ANGLE IRONS on floors and frames extend **from middle line to Spar deck**
EELSONS. Are the various lengths of Plates and Angle Irons properly connected? **Yes** And butts properly shifted? **Yes**
LATING. 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 1/2** Breadth of laps of plating in single riveting **1 1/2**
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? **Double** No. of Breasthooks, **Four** Crutches, **Three**
at 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. Dawkins**
Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship.

Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

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

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 88 ft 6 ins long. 27 x 7 1/2 at Partners. 19 1/2 x 6 1/2 at Head. 21 x 6 1/2 at Head. 17 x 6 1/2 at Head
Main Mast 78 - - - - 26 x 6 - - - - 19 x 5 1/2 - - - - 20 x 5 1/2 - - - - 17 x 5 1/2 - - - -

Formed with three plates in the round, doubled at wedging + Cap. Edges double riveted. Butts above Partners bevel + below double riveted. all straps being 7/16 thicker than the plates.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wt req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors	6461	32-0-0	30-4-0	32-0-0	A. S. Jack
Fore Sails,		135	1 1/2	59 1/2	75	1 1/2	Chester.	6459	32-0-0	30-2-0	32-0-0	Chester.
Fore Top Sails,		75	1 1/2	22 1/2	75	1 1/2		6460	28-1-3	27-7-0	27-1-0	50
Fore Topmast Stay Sails,		90	12	-	90	12			92-1-11		91-1-0	
Main Sails,		90	3 1/2	-	90	9 1/2	Stream Anchor	6462	10-2-0	12-8-0	10-2-0	50
Main Top Sails,		90	9 1/2	-	90	9 1/2	Kedge	6463	5-0-24	7-11-3-0	5-1-0	50
and		90	7 1/2	-	90	7 1/2	2nd Kedge	6464	2-1-24	5-0-0-0	2-2-0	50

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

The Windlass is *McCombs* + Capstan *good* and Rudder *good* Pumps *as shown on app sketch*

Engine Room Skylights. How constructed? *Coming plates 19 x 6 - raising 4/6* How secured in ordinary weather? *Bolted down*

What arrangements for deadlights in bad weather? *Leak flaps + Circular glands* Height above deck? *15 above spar*

Coal Bunker Openings. How constructed? *Coming plates 19 x 6 - raising 4/6* How are lids secured? *Solid Hatches + 12 inch dia*

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

Cargo Hatchways. - How formed? *Corrugated plates 24 above deck 8 thick, riveted to beams + half beams.*

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. + 3 strong fore + aft in sac*

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

Order for Special Survey No. *1002* 1st. On the several parts of the frame, when in place, and before the plating was wrought

Date *25th Dec 1880* 2nd. On the plating during the process of riveting

Order for Ordinary Survey No. *116* 3rd. When the beams were in and fastened, and before the decks were laid

Date *11th* 4th. When the ship was complete, and before the plating was finally coated or cemented

No. *116* in builder's yard. 5th. After the ship was launched and equipped

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 13th + 14th Hatchways 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

Outside Paint

Cement + Paint

100 21. Spar decked

is received by me,

Special ... £ 81 : 6 : 6

Certificate ... gratis

(to be sent as per margin).

Travelling Expenses, if any, £

Committee's Minute

Character assigned

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

1st & 2nd

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