

# IRON SHIP.

(Received at London Office, 25th Dec 1882)

No *8449* Survey held at *Port Glasgow* Date, First Survey *12th Dec 1882* Last Survey *18th June 1883*  
On the Ship *General Picton* (38 tons)

TONNAGE under Tonnage Deck <i>1507.64</i>	ONE, OR TWO DECKED, <del>THREE DECKED VESSEL</del> , SPAR, OR AWNING DECKED VESSEL.	Master <i>A. Nyman</i>
Ditto of Third, Spar, on Lower Deck <i>75.16</i>	Half Breadth (moulded) <i>19.00</i>	Built at <i>Port Glasgow</i>
Ditto of Poop, or Raised Quarter Deck <i>34.12</i>	Depth from upper part of Keel to top of Upper Deck Beams <i>25.25</i>	When built <i>1883</i> Launched <i>22nd May</i>
Ditto of Houses on Deck <i>43.41</i>	Girth of Half Midship Frame (as per Rule) <i>39.84</i>	By whom built <i>Russell &amp; Co</i>
Ditto of Forecastle <i>1660.33</i>	1st Number <i>84.09</i>	Owners <i>Lewis Davies</i>
Gross Tonnage <i>79.97</i>	1st Number, if a 3-Decked Vessel deduct 7 feet <i>246.15</i>	Residence <i>15 Great St. Helen London E.C.</i>
Less Crew Space	Length <i>206.98</i>	Port belonging to <i>London</i>
Less Engine Room	2nd Number <i>6.47</i>	Destined Voyage <i>Melbourne</i>
Register Tonnage as cut on Beam <i>1580.36</i>	Proportions— Breadths to Length <i>9.7</i>	Surveyed while Building, Afloat, or in Dry Dock.
	Depths to Length—Upper Deck to Keel <i>✓</i>	
	Main Deck ditto <i>✓</i>	

LENGTH on deck as per Rule *246.2* BREADTH—Moulded... *38.0* DEPTH top of Floors to Upper Deck Beams *22.10* Power of Engines *✓* No. of Decks with flat laid *Two* No. of Tiers of Beams *Two*

Dimensions of Ship per Register, length, *258.95* breadth, *30.25* depth, *22.85*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>9 1/2 x 2 1/2</i>	<i>9 1/2 x 2 1/2</i>				
STEM, moulding and thickness	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
STERN-POST for Rudder do. do.	<i>9 x 2 1/2</i>	<i>9 x 2 1/2</i>				
" " for Propeller	<i>24</i>	<i>24</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>24</i>	<i>24</i>				
FRAMES, Angle Iron, for 1/2 length amidships	<i>5 3/2</i>	<i>5 3/2</i>	<i>8</i>	<i>5 3/2</i>	<i>8</i>	
Do. for 1/4 at each end	<i>5 3/2</i>	<i>5 3/2</i>	<i>7</i>	<i>5 3/2</i>	<i>7</i>	
REVERSED FRAMES, Angle Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>8</i>	
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>2 7/2</i>	<i>10</i>	<i>25</i>	<i>10</i>		
" thickness at the ends of vessel	<i>14</i>	<i>8</i>		<i>8</i>		
" depth at 1/2 the half-bdth. as per Rule	<i>52</i>	<i>12 1/2</i>		<i>50</i>		
" height extended at the Bilges	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>		
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>				
Average space						
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>				
Average space						
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>				
Average space						
BEAMS, Hold, or Outlop Single or double Angle Iron, Plate or Tee Bulb Iron	<i>3 1/2</i>	<i>3 1/2</i>	<i>7</i>	<i>3 1/2</i>	<i>7</i>	
Single or double Angle Iron on Upper edge	<i>48</i>	<i>48</i>				
Average space						
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	<i>18</i>	<i>13</i>	<i>18</i>	<i>13</i>		
" Rider Plate	<i>12</i>	<i>13</i>	<i>12</i>	<i>13</i>		
" Bulb Plate to Intercoastal Keelson	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
" Angle Irons	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
" Double Angle Iron Side Keelson	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
" Side Intercoastal Plate	<i>8</i>	<i>8</i>				
" do. Angle Irons	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>8</i>
" Attached to outside plating with angle iron	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
BILGE Angle Irons	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
" do. Bulb Iron						
" do. Intercoastal plates riveted to plating for length	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
BILGE STRINGER Angle Irons	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>
Intercoastal plates riveted to plating for length						
SIDE STRINGER Angle Irons	<i>5 1/2</i>	<i>4</i>	<i>9</i>	<i>5 1/2</i>	<i>4</i>	<i>9</i>

The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *7/8* in. Rivets, about *7* apart.

The REVERSED ANGLE IRONS on floors and frames extend *from middle line to upper Deck Stringer and to main frame* 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 *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 3/4* 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 *3* Strakes at Bilge for *1/2* length, treble riveted with Butt Straps *1/8* thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets *7/8* in. diameter, averaging *3 3/4* 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 *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 1/4*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted *✓* No. of Breasthooks, *4* Crutches, *4*

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Good - The Harrow by Stockton and*

Manufacturer's name or trade mark, *Mariesfield - frames - reed do beams & by Stockton. Mants & shell plating, Corbett. Stringer plates, Bower & Co.*

The above is a correct description. Builder's Signature, *Russell & Co* Surveyor's Signature, *L. Hearle*

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

State clearly where plating is of alternate thicknesses or distinguished from diminished thickness at ends of vessel.

\* If Iron Deck, state if whole or part, and if wood deck is laid thereon.



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? A few

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 and Main Masts. Lengths 87 1/2 - Main Mast 88.10.  
Fore Mast. Head. 20 x 1/6. Keel 22 1/2 x 1/6. Deck 31 x 1/6. Hands 24 x 1/6. Fore Mast Mast. 3 plates in round. 3 angle. 4 x 3 x 1/6.  
Main Mast. Head. 19 x 1/6. Keel 21 x 1/6. Deck 29 x 1/6. Hands 22 1/2 x 1/6. Main Mast Mast. 3 plates in round. 3 angle. 4 x 3 x 1/6.  
Bowsprit. Length. 22 1/2. at head. 20 x 1/6. Cap 19 x 1/6. with 3 angle. 4 x 3 x 1/6 + 3 plates in round.

NUMBER for EQUIPMENT 22078		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N <sup>o</sup> . 1/2 Sails.	Fore Sails,	Chain 63 1/2	135	1 15/16	67 1/2	9 1/2	7505 36.3.7 22.13.1.2 36.2.0					
	Fore Top Sails,	Iron Stream Chain 63 1/2	135	1 15/16	67 1/2	9 1/2	7507 34.3.7 32.5.2.16 36.2.0					
	Fore Topmast Stay Sails,	or Steel Wire 63 1/2	75	1 1/6	20 3/4	30 1/4	7506 32.1.14 30.8.0.14 31.0.0					
	Main Sails,	or Hempen Strm Cable 90	11				Total 104.0.0					
	Main Top Sails,	Towline, Hemp. 90	10 1/2				Stream Anchor 7480 11.1.0 13.2.2.0 11.1.0					
	and	or Steel Wire 90	10 1/2				Kedge 7503 5.3.2 8.5.0.0 5.2.0					
	quality	Hawser 90	6 1/2				2nd Kedge 7502 2.3.2 5.0.0.0 2.3.0					
Standing and Running Rigging		Warp 90					She has 1 Life Boat and 3 Bolls					

The Windlass is Iron Patent Capstan Good and Rudder Good Pumps Good sufficient  
Engine Room Skylights. How constructed? How are lids secured? Height above deck?  
What arrangements for deadlights in bad weather? How are lids secured? Height above deck?  
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? Five scuppers on each side and fine scuppers  
Cargo Hatchways. How formed? Iron Coaming & headboards riveted together  
State size Main Hatch 16 x 12 Fore hatch 8.0 x 8.0 Quarter hatch 8.0 x 8.0  
If of extraordinary size, state how framed and secured? Ordinary size  
What arrangement for shifting beams? Deep web beam in main hatchway and three fore & afters  
Hatches, If strong and efficient? Yes. 14" thick

Order for Special Survey No. 1079 1st. On the several parts of the frame, when in place, and before the plating was wrought  
Date 1st Decr 87 2nd. On the plating during the process of riveting 1882: Decr. 12. 14. 19. 27  
Order for Ordinary Survey No. 67 3rd. When the beams were in and fastened, and before the decks were laid... 1883: Jan'y 15. 23. 30. 31: Feb'y 1. 6. 16. 22  
Date 67 4th. When the ship was complete, and before the plating was finally coated or cemented... Mar'ch 5. 21. 26: Apr' 3. 9. 13. 18. 23. 26. 27  
No. 67 in builder's yard. 5th. After the ship was launched and equipped May 1. 2. 3. 10. 17. 18. 19. 21. 23. 24. 28. 29  
State dates of letters respecting this case June 5. 14. 18.

General Remarks (State quality of workmanship, &c.) This is a two decked iron sailing ship and is in every respect as regards hull a sister vessel to the "Sutherland" - Greenock Report No. 8203. The "Sumatra" - Report No. 8295 the "Penguin" - No. 8326 and the "Micronesia" - No. 8356.

The deck openings are properly strengthened and the painting arrangements are efficient.  
The workmanship is good.

State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, or raised quarter-deck. (If double bottom, state particulars in separate form)  
How are the surfaces preserved from oxidation? Inside by cement and paint Outside paint and exposure  
I am of opinion this Vessel should be Classed \* 100 A 1

The amount of the Entry Fee £ 4 is received by me, J. Shearle  
Special £ 64: 10: 22/6: 1883  
(to be sent as per margin). Certificate Gratis  
(Travelling Expenses, if any, £08.0.0).

Committee's Minute TUESDAY 26 JUNE 1883  
Character assigned 100 A 1  
LADEP  
TRW  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
Lloyd's Register Foundation