

STEEL HULL SHIP.

No. 8510 Survey held at Port Glasgow Date, First Survey 15th Dec 1883
On the Steel Barque "R.A. Calderon" Last Survey 27th Sept 1883

(Received at London Office) THURSDAY 4 OCT 1883 18

TONNAGE under Tonnage Deck } <u>785.89</u>	TWO DECKED, THREE DECKED VESSEL.	Master <u>J. Thompson</u>
Ditto of Third, Spar, or Awaiting Deck. } <u>32.83</u>	Half Breadth (moulded) <u>15.5</u>	Built at <u>Port Glasgow</u>
Ditto of Poop, on Raised Or. Dk. } <u>21.16</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>21.5</u>	When built <u>1883</u> Launched <u>3 Sept 1883</u>
Ditto of Houses on Deck } <u>21.16</u>	Girth of Half Midship Frame (as per Rule) <u>33.05</u>	By whom built <u>J. Reid & Co</u>
Ditto of Forecastle } <u>21.16</u>	1st Number <u>70.05</u>	Owners <u>H & J. Lockett</u>
Gross Tonnage <u>839.88</u>	2nd Number <u>130.99</u>	Residence <u>Liverpool</u>
Less Crew Space <u>25.26</u>	Length <u>187</u>	Port belonging to <u>Liverpool</u>
Less Engine Room } <u>814.62</u>	Proportions— Breadths to Length <u>6.03</u>	Destined Voyage <u>Saguine</u>
Register Tonnage as out on Beam } <u>814.62</u>	Depths to Length— Upper Deck to Keel <u>8.70</u>	Surveyed while Building <u>Afloat, or in Dry Dock.</u>

LENGTH on deck as per Rule .. <u>187</u> <u>0</u>	BREADTH Moulded .. <u>31</u> <u>0</u>	DEPTH top of Floors to Upper Deck Beams .. <u>19</u> <u>8 1/4</u>	Power of Engines <u>✓</u>	Horse <u>✓</u>	N° of Decks with flat laid <u>2</u>	N° of Tiers of Beams <u>2</u>
Dimensions of Ship per Register, length, <u>199.7</u> breadth, <u>31.2</u> depth, <u>19.55</u>						
KEEL , depth and thickness <u>8 x 2 3/8</u>	STEM , moulding and thickness <u>7 x 2 3/8</u>	STERN POST for Rudder do. do. <u>7 x 2 3/8</u>				
" " for Propeller <u>22</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>22</u>						
FRAMES , Angle Iron, for 1/2 length amidships .. <u>4 1/2 x 3</u>	Do. for 1/2 at each end <u>4 1/2 x 3</u>	REVERSED FRAMES , Angle Iron <u>3 x 3</u>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships .. <u>2 1/2 x 15</u>	" thickness at the ends of vessel <u>10 3/4</u>	" depth at 3/4 the half-bdth. as per Rule .. <u>43</u>				
BEAMS , Upper, Spar, or Awaiting Deck } <u>7 1/2 x 12</u>	Single or double Angle Iron on Upper edge .. <u>3 x 3</u>	Average space <u>44</u>				
BEAMS , Main, or Middle Deck } <u>7 1/2 x 12</u>	Single or double Angle Iron on Upper edge .. <u>3 x 3</u>	Average space <u>44</u>				
BEAMS , Hold, or Orlop } <u>7 1/2 x 12</u>	Single or double Angle Iron on Upper edge .. <u>3 x 3</u>	Average space <u>44</u>				
KEELSONS Centre line, single or double plate, } <u>13</u>	" Rider Plate <u>9 3/4 x 16</u>	" Double Angle Iron Side Keelson .. <u>4 1/2 x 3 1/2</u>				
" Side Intercoastal Plate <u>4 1/2 x 3 1/2</u>	" Attached to outside plating with angle iron .. <u>73 x 3</u>	" Attached to outside plating with angle iron .. <u>73 x 3</u>				
BILGE Angle Irons <u>4 1/2 x 3 1/2</u>	" do. Intercoastal plates riveted to plating for length .. <u>7</u>	" do. Intercoastal plates riveted to plating for length .. <u>7</u>				
BILGE STRINGER Angle Irons <u>4 1/2 x 3 1/2</u>	" do. Intercoastal plates riveted to plating for length .. <u>7</u>	" do. Intercoastal plates riveted to plating for length .. <u>7</u>				
SIDE STRINGER Angle Irons <u>4 1/2 x 3 1/2</u>						

The **FRAMES** extend in one length from Middle line to Upper Deck Stringer Riveted through plates with 3/4 x 7/8 in. Rivets, about 6 1/2 apart.
The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to Upper Deck Stringer 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 in. diameter, averaging 5 ins. from centre to centre.

" **Edges of Garboards** and to upper part of Bilge, worked clench, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
" **Butts from Keel to turn of Bilge**, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.
" **Butts of 3 Strakes at Bilge** for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.
" **Edges from Bilge to Main Sheerstrake**, worked clench, double or single riveted; with rivets 3/4 x 7/8 in. diameter, averaging 3 1/2 x 3 1/2 ins. from cr. to cr.
" **Butts from Bilge to Main Sheerstrake**, worked carvel, double or single riveted; with rivets 3/4 x 7/8 in. diameter, averaging 3 x 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 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 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting 4 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted 1 No. of Breasthooks, 3 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good. Plates. Steel. Corrugated.

Manufacturer's name or trade mark Henry Frank - Newcastle - Masts - Landore.

The above is a correct description.

Builder's Signature, Mr. Reid Surveyor's Signature, Mr. Reid

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

State clearly where plating is of alternate thicknesses as distinguished from plain plating, and if wood deck is laid thereon.

G R K 300 - 0323

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, only, at the butts.

Masts, Bowsprit, Yards, &c., are Steel & Wood in good condition, and sufficient in size and length. If of Iron or Steel give Seantlings 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

Masts - some Yards - and Bowsprit of Steel in accordance with approved sketch, attached hereto.

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
SAILS.							Bower Anchors					
N ^o . of Sails	Fore Sails,	Chain	135 3/4	1 5/8	47.5; 66.5	Glasgow	837					
	Fore Top Sails,	Iron Stream Chain	135		270 - 1 1/8	M. Fraser	838					
	Fore Topmast Stay Sails,	or Steel Wire	75	7/8	9.125; 18.25		836					
	or Hempen Strm Cable						Total 73: 0.9					
	Towline, Hemp.		90	10	90 - 10		Total 72 3/4 cuts					
	or Steel Wire						Stream Anchor					
	Hawser		90	8	90 - 8		835					
	Warp		90	5	90 - 5		Kedge					
	and quality						2nd Kedge					
							833					

Standing and Running Rigging Spure & hemp sufficient in size and good in quality. She has 1 Long Boat and 3 others
The Windlass is Iron Patent Capstan Good and Rudder Good Pumps Good & sufficient
Engine Room Skylights. How constructed? ✓ How secured in ordinary weather? ✓

What arrangements for deadlights in bad weather? ✓ How are lids secured? ✓ Height above deck? ✓
Coal Bunker Openings. How constructed? ✓

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? 3 scuppers on each side also - 4 Scuppers - on each side.

Cargo Hatchways. How formed? By plate coaming & head lugs - connected by angle iron
State size Main Hatch 14' 9" x 18' 6" Forehatch 7' 6" x 6' 6" Quarterhatch 7' 6" x 8' 6"

If of extraordinary size, state how framed and secured? ✓
What arrangement for shifting beams? A deep shifting beam and a fore & after to main holdway.
Hatches. If strong and efficient? Yes. Solid. 3.

Order for Special Survey No. 1153 Date 22nd Dec 1882
Order for Ordinary Survey No. 1154 Date 23rd Dec 1882
No. 7/F in builder's yard.
State dates of letters respecting this case 17/6/82 19/12/82 10/3/82
1st. On the several parts of the frame, when in place, and before the plating was wrought
2nd. On the plating during the process of riveting
3rd. When the beams were in and fastened, and before the decks were laid...
4th. When the ship was complete, and before the plating was finally coated or cemented...
5th. After the ship was launched and equipped
Specially surveyed 1882: - Dec 15, 1883: - Feb 2, Mar 19. 20. 26; Apr 8. 9. 24. 30; May 2. 4. 8. 17. 23; June 4. 13. 14. 21. 26; July 17. 24. 25. 30; Aug 3. 7. 17. 24. 31; Sept. 8. 12. 14. 20. 27

General Remarks (State quality of workmanship, &c.)
This is a steel sailing barque, built in accordance with the approved plans, attached hereto, and with the Rules generally. There being one or two slight additions thereto as stated upon the other side.
The Society's Circulars in regard to the use of steel have been complied with and the workmanship is good.

A
State if one, two, or three decked vessel, or if spar, or sailing decked; and the lengths of poop, bridge, forecabin, and raised quarter deck. (If double bottom, state particulars on separate form.)
How are the surfaces preserved from oxidation? Inside Paint and cement Outside Paint and composite
I am of opinion this Vessel should be Classed 100 A 1 "Steel"
The amount of the Entry Fee £ 3 is received by me, L. Shearle
Special £ 40 15: 2nd Oct. 1883
(to be sent as per margin). Certificate ... Gratis
(Travelling Expenses, if any, £ ...)
Committee's Minute
Character assigned 100 A 1 "Steel"
FRIDAY 5 OCT 1883 18
Surveyor to Lloyd's Register of British and Foreign Shipping.

