

IRON SHIP.

(Received at London) THURSDAY 23 NOV 1883

No. 8556 Survey held at Port Glasgow Date, First Survey 19th July 82 Last Survey 31st Nov 1883 (64 visits)

On the Iron Screw Steamer "Stara"

TONNAGE under
Tonnage Deck 2061.80
Ditto of Hold, Spar, or Awning Deck 13.86
Ditto of Poop, or Raised Or. Dk. 76.19
Ditto of Houses on Deck 44.23
Ditto of Forecastle 48.73
Gross Tonnage 2244.81
Less Crew Space 70.80
Less Engine Room 435.87
Register Tonnage as cut on Beam 1738.14

ONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING-DECKED VESSEL.
Half Breadth (moulded) 18.5
Depth from upper part of Keel to top of Upper Deck Beams 27.5
Girth of Half Midship Frame (as per Rule) 41.4
1st Number 874
1st Number, if a 3-Decked Vessel deduct 7 feet 7.0
Length 298.25
2nd Number 23979
Proportions— Breadths to Length 8.06
Depths to Length—Upper Deck to Keel 10.84
Main Deck ditto 15.21

Master Mancini
Built at Port Glasgow
When built 1883 Launched 19/9/1883
By whom built Blackwood & Gordon
Owners Carlo Raggio
Residence Genoa
Port belonging to Genoa
Destined Voyage from Genoa
If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 298.3 Feet. Inches. BREADTH—Moulded 37 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 25.6 Feet. Inches. Do. do. Main Deck Beams 17.6 Feet. Inches. Power of Engines 200 Horse. N° of Decks with flat laid 2 N° of Tiers of Beams 3

Dimensions of Ship per Register, length 299.25 breadth, 37.2 depth, 23.65

KEEL, depth and thickness 2 1/2 inches 10 1/2 inches 10 1/2 inches 10 1/2 inches
STEM, moulding and thickness 10 1/2 inches 10 1/2 inches 10 1/2 inches 10 1/2 inches
STERN-POST for Rudder do. do. 10 1/2 inches 10 1/2 inches 10 1/2 inches 10 1/2 inches
" " for Propeller 10 1/2 inches 10 1/2 inches 10 1/2 inches 10 1/2 inches
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 inches

FRAMES, Angle Iron, for 2/3 length amidships 5 3/2 8 5 3/2 8
Do. for 1/3 at each end 5 3/2 7 5 3/2 7

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 1/2 inch 1/2 inch 1/2 inch 1/2 inch
" thickness at the ends of vessel 1/2 inch 1/2 inch 1/2 inch 1/2 inch
" depth at 3/4 the half-bdth. as per Rule 1/2 inch 1/2 inch 1/2 inch 1/2 inch
" height extended at the Bilges 1/2 inch 1/2 inch 1/2 inch 1/2 inch

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space 24 inches

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 24 inches

BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 24 inches

BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space 24 inches

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate Angle Irons Attached to outside plating with angle iron

BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length 6 4 9 6 4 9

BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length 3 1/2 3 1/2 8 3 1/2 3 1/2 8

THE FRAMES extend in one length from side to side of trunk to gunwale
THE REVERSED ANGLE IRONS on floors and frames extend from middle line to side of trunk to gunwale

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes

PLATING. Garboard, double riveted to Keel, with rivets 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 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 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 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 inches Breadth of laps of plating in single riveting 5 1/4 inches

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. Plates of mild iron

Manufacturer's name or trade mark Blackwood & Gordon

The above is a correct description. Builder's Signature, Blackwood & Gordon

Flat Keel Plates, breadth and thickness 36 12 36 12

PLATES in Garboard Strakes, br'dth & thickness 36 12 36 12

" From Garboard to upper part of Bilges 10 10

" Of d'bling at Bilge, or increased thickness, and length applied 11 11

" From up. prt of Bilge to l. edge of Sh'rstrake... Main Sheerstrake, breadth and thickness 40 13 40 13

" Of d'bling at Sh'stk. & Ing. applied not required

" From M'n. to Up. or Spar Dk. Sh'rstrake... Up. or Spar Dk. Sh'rstrake, br'dth & thck'ns 9 1/4 11 1/4 16 3/4 9 1/4 11 1/4 16 3/4

Butt Straps to outside plating, breadth & thickness 7 1/2 11 13 1/4 7 1/2 11 13 1/4

Lengths of Plating 2 3 4 2 3 4

Shifts of Plating, and Stringers 2 3 4 2 3 4

Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 42 1/2 10 42 1/2 10

Angle Iron on ditto 4 1/4 4 1/4 9 4 1/4 4 1/4 9

Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs 6 6

Flat of Up., Spar, or Awning Dk. 6 6

How fastened to Beams 4 1/2 9 4 1/2 9

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 42 1/2 9 42 1/2 9

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 2 4 1/4 4 1/4 9 4 1/4 4 1/4 9

Tie Plates, outside Hatchways Diagonal Tie Plates on Beams No. of pairs 6 6

Flat of Middle Deck do. 6 6

How fastened to Beams 4 1/2 9 4 1/2 9

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 3 9 3 9 9

Is the Stringer Plate attached to the outside plating? Yes

Angle Irons on ditto, No. 4 4 1/4 4 1/4 9 4 1/4 4 1/4 9

Stringer or Tie Plates, outside Hatchways Flat of Lower Deck 5 1/2 8 5 1/2 8

Ceiling betwixt Decks, thickness and material 1/2 in. 1/2 in.

" in hold do. do. 1/2 in. 1/2 in.

Main piece of Rudder, diameter at head 7 3/4 7 3/4

do. at heel 13 1/4 13 1/4

Can the Rudder be unshipped afloat? Yes

Bulkheads No. 4 No. per Rule 4

" Thickness of 7 1/2

" Height up 3 1/2 to upper d'ble + one to water tight flat

" How secured to sides of ship Between double frames

" Size of Vertical Angle Irons 3 1/2 x 3 1/2 and distance apart 20 ins.

" Are the outside Plates doubled two spaces of Frames in length? Yes

Riveted through plates with 7/8 in. Rivets, about 7 1/2 apart.

M + 1/4" d'ble alternately and to upper d'ble alternately

And butts properly shifted? Yes

Surveyor's Signature, M. J. J. J.

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

Robert Edmund Taylor & Son Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

G.P. 301-0158

Lloyd's Register

Builder's Signature, Blackwood & Gordon

Surveyor's Signature, M. J. J. J.

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

Robert Edmund Taylor & Son Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C., London.

G.P. 301-0158

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*

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 Material and if stamped with Maker's name.
State also Length and Diameter of Lower Masts and Bowsprit *Measured as a Schooner*

Foremast 81'6" long. 26 dia + 9/16 at partners 19'4" 5/16 Head 20' x 5/16 Wounds 17' x 5/16 head
Main Mast 73'6" " 26" " + 9/16 " " 21'4" 5/16 " 20' x 5/16 " 17' x 5/16 "
Constructed with 3 plates in the round. Edges double, butts, knells & double riveted
The shaps measured 7/16 as required and plates doublet at wedging

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.												
N ^o .	CABLES.											
	Chain	135 1/4	17 1/8	13 1/4	88 7/8	270 1/16	Bower Anchors	7953	34.0	7 1/4	14.14	34.00
	Iron Stream Chain	135 1/4	17 1/8	13 1/4	88 7/8	270 1/16	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	7978	34.0	14	-	34.07
	or Steel Wire											
	or Hempen Strm											
	Cable											
	Towline, Hemp	100	4	33 Tons	100-4	Greenock Ropework Coy.						
	or Steel Wire											
	Hawser	90	9 1/2		90 9 1/2		Stream Anchor	7973	10.3	14	12.5	1.7
	Warp	90	8		90 8		Kedge	15809	5.2	4	7.18	1.24
	quality						2nd Kedge	15810	2.2	17	5.5	0.00

Standing and Running Rigging *Iron & Manila* sufficient in size and *good* in quality. She has *2 1/2* Long Boats and *2* others

The Windlass is *Iron Patent* *good* Capstan *good* and Rudder *good* Pumps *good* *or for training*

Engine Room Skylights. How constructed? *Iron framings & Glass* How secured in ordinary weather? *Flaps & lights*

What arrangements for deadlights in bad weather? *Iron framings and Windows*

Coal Bunker Openings. How constructed? *Cast Iron frames* How are lids secured? *By bolts* Height above deck? *Flush*

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and Scuppers sufficient in*

Cargo Hatchways. How formed? *Forming plates in usual manner*

State size Main Hatch *24' x 12' + 20' x 12'* Forehatch *18' x 10'* Quarterhatch *18' x 12'*

If of extraordinary size, state how framed and secured? *Doublet with plates 15" wide at the 2 large Hatchways*

What arrangement for shifting beams? *Sufficient web plate beams & strong fore and aft*

Hatches, If strong and efficient? *Yes 3" solid*

Order for Special Survey No. <u>1105</u>	DATES OF SURVEYS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	1882 July 19; 1883, Feb'y 5-6; Mch. 8.10.14.21.26; Apr. 3.
Date <u>13th July 82</u>		2nd. On the plating during the process of riveting	13. 16. 19. 23; May 1. 4. 9. 10. 14. 16. 17. 21. 23. 25. 31; June
Order for Ordinary Survey No. <u>1106</u>		3rd. When the beams were in and fastened, } and before the decks were laid. . . }	7. 13. 18. 20. 27. 30; July 10. 13. 18. 23. 31; Augt. 2. 7. 10. 16. 23
Date <u>9th Aug 82</u>		4th. When the ship was complete, and before the } plating was finally coated or cemented. . }	28. 29. 31; Sep 4. 7. 12. 14. 27. 28; Oct 5. 17. 22. 26; Nov 1. 5
No. <u>182</u> in builder's yard.		5th. After the ship was launched and equipped	9. 13. 15. 16. 19 and 21
State dates of letters respecting this case <u>23rd June 1882 & 24th June 1882</u>			

General Remarks (State quality of workmanship, &c.) *The workmanship is of good quality*
This is a better vessel in every respect to the "Preston" from the report
number 8490. The double bottom has been tested to the required head of
water and found to be quite tight and efficient
The three approved Drawings relating to this and the better vessel are
herewith attached

State if one, two, or three decked vessel; or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate form)
How are the surfaces preserved from oxidation? Inside *Paint and Paint* Outside *Red lead & paint*

I am of opinion this Vessel should be Classed *100 A. 1 3*

The amount of the Entry Fee£ 5 : : is received by me, *John*
Special£ 79 : 7 : *27/11/1883*

(to be sent as per margin). Certificate ... *Gratis*
(Travelling Expenses, if any, £ ...)

Committee's Minute *FRIDAY 30 NOV 1883 18*

Character assigned *100 A. 1*

Surveyor to Lloyd's Register of British and Foreign Shipping
It is submitted that this vessel appears eligible to be classed 100 A. 1. & recommended
Two dks. (Iron)
3 to 4 Burs
Cell D.B.
29/11/83