

IRON SHIP.

(Received at London Office)

27 AUG 1874

No 8730 Survey held at Gretnock Date, First Survey 15th Oct 1873 Last Survey 26th Aug 1874
On the Four masted sailing ship General Roberts

Official Number 14544

TONNAGE under Tonnage Deck 1821.29 **ONE, OR TWO DECKED, THREE DECKED VESSEL,** Master Bailey
 Ditto of Third Spar or Awning Deck .88 **SPAR, OR AWNING DECKED VESSEL.** Built at Gretnock
 Ditto of Poop, or Raised Quarter Deck 89.43 **Half Breadth** (moulded) 19.965 **Feet.** When built 1884 Launched 26th July '84
 Ditto of Houses on Deck 26.86 **Depth** from upper part of Keel to top of Upper Deck Beams 26.92
 Ditto of Forecastle 58.83 **Girth** of Half Midship Frame (as per Rule) 41.75 By whom built Russell & Co
 Gross Tonnage 1997.29 **1st Number** 88.635 Owners Lewis Davies
 Less Crew Space 83.03 **1st Number, if a 3-Decked Vessel** .. deduct 7 feet
 Less Engine Room 1914.26 **Length** 260.5 Residence 15 Great St. Helen's, London
 Register Tonnage as cut on Beam 1914.26 **2nd Number** 23089.4 Port belonging to Liverpool
Proportions— Breadths to Length 6.5 Destined Voyage Melbourne.
 Depths to Length—Upper Deck to Keel 9.6 If Surveyed while Building, Afloat, or in Dry Dock.
 Main Deck ditto 9.6 While Building under Special Order

LENGTH on deck as per Rule	BREADTH—Moulded	DEPTH top of Floors to Upper Deck Beams	DEPTH Do. do. Main Deck Beams	Power of Engines	N° of Decks with flat laid	N° of Tiers of Beams
260 6	39 11	24 9	24 9	—	—	—

Dimensions of Ship per Register, length	breadth	depth	DEPTH Moulded	Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
274.9	40.25	24.25	26.0 1/2				
KEEL , depth and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
STEM , moulding and thickness	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
STERN-POST for Rudder do. do.	10 x 2 3/4	10 x 2 3/4	10 x 2 3/4				
" " for Propeller	24	24	24				
Distance of Frames from moulding edge to moulding edge, all fore and aft							
FRAMES , Angle Iron, for 2/3 length amidships	5 1/2 x 3 1/2	8	5 1/2 x 3 1/2	8			
Do. for 1/3 at each end	5 1/2 x 3 1/2	7	5 1/2 x 3 1/2	7			
REVERSED FRAMES , Angle Iron	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8			
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	39	10	26	10			
thickness at the ends of vessel	—	8	—	8			
depth at 3/4 the half-bdth. as per Rule	15	—	13	—			
height extended at the Bilges	60	—	52	—			
BEAMS , Upper, Spar, or Awning Deck	9 1/2	9	9 1/2	9			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7			
Single or double Angle Iron on Upper edge	48	24	48	—			
Average space	As shown on Profile	—	—	—			
BEAMS , Main, or Middle Deck	—	—	—	—			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—			
Single, or double Angle Iron, on Upper Edge	—	—	—	—			
Average space	As shown on Profile	—	—	—			
BEAMS , Lower Deck	10 1/2	9	10 1/2	9			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2 x 3 1/2	7	3 1/2 x 3 1/2	7			
Single or double Angle Iron on Upper Edge	48	24	48	—			
Average space	As shown on Profile	—	—	—			
BEAMS , Hold, or Orlop	—	—	—	—			
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	—	—			
Single or double Angle Iron on Upper Edge	—	—	—	—			
Average space	—	—	—	—			
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	19	13	19	13			
" Rider Plate	13	13	13	13			
" Bulb Plate to Intercostal Keelson	6	4	6	4			
" Angle Irons	6	4	6	4			
" Double Angle Iron Side Keelson	—	—	—	—			
" Side Intercostal Plate	—	—	—	—			
" do. Angle Irons	3 1/2 x 3 1/2	8	3 1/2 x 3 1/2	8			
" Attached to outside plating with angle iron	6	4	6	4			
BILGE Angle Irons	—	—	—	—			
" do. Bulb Iron	—	—	—	—			
" do. Intercostal plates riveted to plating for length	6	4	6	4			
BILGE STRINGER Angle Irons	—	—	—	—			
Intercostal plates riveted to plating for length	6	4	6	4			
SIDE STRINGER Angle Irons	6	4	6	4			
plating for length	6	4	6	4			

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 4 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to upper D stringer and to Forecastle 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 1/8 in. diameter, averaging 5 3/8 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 1/4 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 four 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 1/4 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted half length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for half length.

" Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Coar & Stockton.

The above is a correct description.

Builder's Signature, Russell & Co Surveyor's Signature, J. D. ...

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

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

* If Iron Deck, state if whole or part, and if wood deck to face thereon.

GEX 203-0070

Official Number

Form No. 100

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 *Constructed in accordance with the accompanying approved sketch & with the Rules.*

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N°.	Weight. Ex. Stock.	Test per Certificate	W'ght req'd per Rule.	Machine where Tested & Suprntd.	
SAILS.												
CABLES, &c.												
N°.	Chain	135	2	12-0-0-0	270	29. G. Jones	Bower Anchors	17940	39-0-6	35-4-0-7	38	
	Fore Sails,	135	2	5	270	29. G. Jones	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	17919	37-2-20	34-6-1-0		
	Fore Top Sails,	75	4	33-0-0-0	75	Craven's		17916	32-3-24	30-17-2-0		
	Fore Topmast Stay Sails,	90	14	33-0-0-0	90	Brother's		<i>Total</i> 109-2-23		<i>Total</i> 108-11-0		
	Main Sails,	90	11	90	11		Stream Anchor	17882	11-2-36	13-12-2-0	11-2-0	
	Main Top Sails,	90	7	90	7		Kedge	17818	5-2-22	5-0-1-4	5-3-0	
	and quality <i>good</i>	120	4 1/2				2nd Kedge	17955	2-3-3	5-7-2-0	2-3-0	

Standing and Running Rigging *g. wire masts* sufficient in size and *good* in quality. She has *four* Long Boats and

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? How secured in ordinary weather? *✓*

What arrangements for deadlights in bad weather? *✓*

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? *Six ports & 5 cuppers each side*

Cargo Hatchways.—How formed? *Coming plates 24 above D & 8 thick*

State size *Main Hatch 16 x 12* Forehatch *6 x 4* Quarterhatch *12 x 8*

If of extraordinary size, state how framed and secured? *Ordinary*

What arrangement for shifting beams? *a deep web plate in each of the main hatchways strong fore & aft.*

Hatches, If strong and efficient? *yes 4 solid*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard	State dates of letters respecting this case
1883	7 th Sept. 1883			106		15 th Sept 83, 14 th April, 15 th May, 14 th June & 23 rd Aug 1884.

General Remarks (State quality of workmanship, &c.) *Quality of materials & workmanship good*
This vessel has been constructed in accordance with the accompanying approved sketches and in all other respects with the Rules

How are the surfaces preserved from oxidation? Inside *Paint & Cement* Outside *Paint*

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

The amount of the Entry Fee£ 4: 0: 0 is received by me, *19/8/84*

Special£ 72: 17: 0 *19/8/84*

(to be sent as per margin). Certificate ... *gratis*

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned *100 A 1*

FRIDAY 29 AUGUST 1884

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



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