

IRON SHIP.

(Received at London Office)

27 AUG 1884

No 8730 Survey held at Greenock Date First Survey 15th Oct 1883 Last Survey 26th Aug 1884
On the Four masted sailing ship General Roberts

TONNAGE under 1821.29 ONE, OR TWO DECKED, THREE DECKED VESSEL, Master Bailey
Ditto of Third, Spar, or Awning Deck. 88 SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Quarter Deck. 89.43 Half Breadth (moulded) 19.965 Built at Greenock
Ditto of Houses on Deck 26.86 Depth from upper part of Keel to top of Upper Deck Beams 26.92 When built 1884 Launched 26th July 84
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 Length 260.5
Register Tonnage 1914.26 2nd Number 23089.4 Port belonging to Liverpool
as cut on Beam 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

LENGTH on deck as 260 6 Feet. Inches. BREADTH— Moulded.. 39 11 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 24 9 Feet. Inches. Power of Engines Horse. N° of Decks with flat laid
per Rule .. 260 6 Moulded.. 39 11 Do. do. Main Deck Beams 24 9 N° of Tiers of Beams
Dimensions of Ship per Register, length, 274.9 breadth, 40.25 depth, 24.25 DEPTH Moulded 26.0 1/2

KEEL, depth and thickness 10 x 2 3/4 Inches in Ship. 10 x 2 3/4 Inches per Rule.
STEM, moulding and thickness 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
" " for Propeller 24 24
Distance of Frames from moulding edge to moulding edge, all fore and aft
FRAMES, Angle Iron, for 1/2 length amidships .. 5 1/2 3 1/2 8 5 1/2 3 1/2 8
Do. for 1/2 at each end 5 1/2 3 1/2 7 5 1/2 3 1/2 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 .. 29 - 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 Single or double Angle Iron, Plate or Tee Bulb Iron 9 1/2 - 9 9 1/2 - 9
Single or double Angle Iron on Upper edge 3 1/2 3 1/2 7 3 1/2 3 1/2 7
Average space .. As shown on Profile 48 24 in. 48 - -
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 .. As shown on Profile 48 24 48 - -

BEAMS, Lower Deck— Single or double Angle Iron, Plate or Tee Bulb Iron 10 1/2 - 9 10 1/2 - 9
Single or double Angle Iron on Upper Edge 3 1/2 3 1/2 7 3 1/2 3 1/2 7
Average space .. As shown on Profile 48 24 48 - -

BEAMS, Hold, or Orlop— Single or double Angle 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 9 6 4 9
" Angle Irons .. 6 4 9 6 4 9
" Double Angle Iron Side Keelson .. 6 4 9 6 4 9
" Side intercostal Plate .. - - 9 - - 9
" do. Angle Irons .. 3 1/2 3 1/2 8 3 1/2 3 1/2 8
Attached to outside plating with angle iron 6 4 9 6 4 9

BILGE Angle Irons .. 6 4 9 6 4 9
" do. Bulb Iron .. - - - - -
" do. Intercostal plates riveted to plating for length .. 6 4 9 6 4 9
BILGE STRINGER Angle Irons .. 6 4 9 6 4 9
Intercostal plates riveted to plating for length .. 6 4 9 6 4 9

SIDE STRINGER Angle Irons .. 6 4 9 6 4 9
The FRAMES extend in one length from Keel to gunwale
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 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 half 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 5
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble & Double No. of Breasthooks, 5 Crutches, 5
What description of Iron is used for Frames, Pams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
Manufacturer's name or trade mark, Cochrane & Stockton.
The above is a correct description.
Builder's Signature, Russell W. Surveyor's Signature, J. D. B. Lloyd's Register of British and Foreign Shipping.

Surveyor to Lloyd's Register of British and Foreign Shipping.
Old Street, Goswell Road, E.C.1, London.

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 is laid thereon.

923-0070

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?

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?

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 *24628*

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS. N ^o .	Weight. Ex. Stock.	Test per Certificate.	Wt't req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain <i>14226</i>	<i>135</i>	<i>2</i>	<i>72-0-0-0-0</i>	<i>270-0-0-0-0</i>	<i>29 chains</i>	Bower Anchors	<i>17940</i>	<i>39-0-0-6</i>	<i>35-4-0-7</i>	<i>38</i>
	Fore Top Sails,	Iron <i>135</i>	<i>135</i>	<i>2</i>	<i>72-0-0-0-0</i>	<i>270-0-0-0-0</i>	<i>29 chains</i>		<i>17919</i>	<i>37-2-20</i>	<i>34-6-1-0</i>	
	Fore Topmast Stay Sails,	or Steel Wire	<i>75</i>	<i>4</i>	<i>33-0-0-0-0</i>	<i>75-0-0-0-0</i>	<i>Craven</i>		<i>17916</i>	<i>32-3-24</i>	<i>30-17-2-0</i>	
	Main Sails,	or Hempen Strm Cable	<i>90</i>	<i>14</i>	<i>33-0-0-0-0</i>	<i>90-0-0-0-0</i>	<i>Brother</i>		<i>17910</i>	<i>2-22</i>	<i>10841-0</i>	
	Main Top Sails,	Towline, Hemp	<i>90</i>	<i>14</i>	<i>33-0-0-0-0</i>	<i>90-0-0-0-0</i>		Stream Anchor	<i>17882</i>	<i>11-2-36</i>	<i>13-12-2-0</i>	<i>11-2-0</i>
	and	Steel Wire	<i>90</i>	<i>11</i>	<i>90-0-0-0-0</i>	<i>90-0-0-0-0</i>		Kedge	<i>17818</i>	<i>5-2-22</i>	<i>5-0-2-14</i>	<i>5-3-0</i>
		Hawser	<i>90</i>	<i>7</i>	<i>90-0-0-0-0</i>	<i>90-0-0-0-0</i>		2nd Kedge	<i>17858</i>	<i>2-3-3</i>	<i>5-7-2-0</i>	<i>2-3-0</i>
		Warp	<i>90</i>	<i>7</i>	<i>90-0-0-0-0</i>	<i>90-0-0-0-0</i>						
		quality <i>good</i>	<i>120</i>	<i>4 1/2</i>								

Standing and Running Rigging *good* 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 & 58 coppers

Cargo Hatchways. How formed?

Coming plates 24 above D & 8 thick

State size *Main Hatch 16 x 12*

Fore hatch 6 x 4

Quarter hatch 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. *188*

Date *7th Sept. 1883*

Order for Ordinary Survey No. *188*

Date *15th Sept. 1883*

No. *106* in builder's yard

State dates of letters respecting this case

- 1st. On the several parts of the frame, when in place, and before the plating was wrought *1883 - Oct 10; Dec 3-4-6-13-26.*
- 2nd. On the plating during the process of riveting *1884 - Jan 9-11-15; Feb 1-6-11-21-28; Mch 6-7-11-13-17-19-24-27; Apr 4-9-10-14-17-23-26; May 6-12-15.*
- 3rd. When the beams were in and fastened, and before the decks were laid.... *June 2-11-12-13-14-17-20-27; July 1-15-17-23-30.*
- 4th. When the ship was complete, and before the plating was finally coated or cemented... *Aug 2-5-8-11-13-15-21-25-26.*
- 5th. After the ship was launched and equipped *15th Sept 83, 4th April, 15th May, 4th June & 23rd 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.

State if one, two, or three decked vessel, and the lengths of poop, bridge, fore-castle, arranged in order. (If double bottom, state particulars on separate form.)

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

Outside *Paint*

I am of opinion this Vessel should be Classed

The amount of the Entry Fee£ *4: 0: 0* is received by me, *100. 17. 1.*

Special£ *72: 17: 0* 19/8/1884

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

(Travelling Expenses, if any, £ ...)

Committee's Minute

Character assigned

Poop 36 ft Fore-castle 34 ft

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



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