

# IRON SHIP.

No. 5182 Survey held at Hull Date, First Survey 11 July 81 Last Survey 25 Aug. 1882

On the Iron Steam Tug "Lucian Monarch" Master R. P. Riston

TONNAGE under Tonnage Deck 3126.83 ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 21.25 Built at Hull

Depth from upper part of Keel to top of Upper Deck Beams 29.30 When built 1882 Launched May 82

Girth of Half Midship Frame (as per Rule) 45.45 By whom built R. P. Riston

1st Number 96.30 Owners R. P. Riston

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 348.10 Residence London

2nd Number 36.41 Port belonging to London

Proportions— Breadths to Length 8.8 Destined Voyage London

Depths to Length—Upper Deck to Keel 12.9

Main Deck ditto 12.9

Surveyed while Building, Afloat, or in Dry Dock.

LENGTH of deck as per Rule 348.2 BREADTH Moulded 42.6 DEPTH top of Floors to Upper Deck Beams 29.30 Do. do. Main Deck Beams 29.30 Power of Engines 550 Horse. No. of Decks with flat laid 3 No. of Tiers of Beams 4

Dimensions of Ship per Register, length 381.0 breadth 43.0 depth 23.1

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KIEL, depth and thickness	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
STEM, moulding and thickness	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
STERN-POST for Rudder do. do.	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
for Propeller	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4	11 1/4
Disance of Frames from moulding edge to roulding edge, all fore and aft	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
FRAMES, Angle Iron, for 1/2 length amidships	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
do. for 1/4 at each end	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
REERSED FRAMES, Angle Iron	4	4	4	4	4	4	4	4
FLOORS, depth and thickness of Floor Plate amid line for half length amidships	42	42	42	42	42	42	42	42
thickness at the ends of vessel	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
depth at 1/2 the half-bdth. as per Rule	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
height extended at the Bilges	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
BEAMS, Upper, Spar, or Awning Deck	4	4	4	4	4	4	4	4
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	4	4	4	4	4	4	4
Single or double Angle Iron on Upper edge	4	4	4	4	4	4	4	4
Average space	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
BEAMS, Main, or Middle Deck	8	8	8	8	8	8	8	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8	8	8	8	8	8	8
Single or double Angle Iron on Upper Edge	8	8	8	8	8	8	8	8
Average space	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
BEAMS, Lower Deck	8	8	8	8	8	8	8	8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8	8	8	8	8	8	8
Single or double Angle Iron on Upper Edge	8	8	8	8	8	8	8	8
Average space	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches	24 inches
BEAMS, Hold, or Orlop	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Single or double Angle Iron on Upper Edge	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2
Average space	16 feet	16 feet	16 feet	16 feet	16 feet	16 feet	16 feet	16 feet
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	53	53	53	53	53	53	53	53
Rider Plate	48	48	48	48	48	48	48	48
Bulb Plate to Intercoastal Keelson	4	4	4	4	4	4	4	4
Angle Irons	4	4	4	4	4	4	4	4
Double Angle Iron Side Keelson	4	4	4	4	4	4	4	4
Side Intercoastal Plate	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
do. Angle Irons	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
Attached to outside plating with angle iron	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2	5 1/2
BILGE Angle Irons	30	30	30	30	30	30	30	30
do. Bulb Iron	4	4	4	4	4	4	4	4
do. Intercoastal plates riveted to plating for length	4	4	4	4	4	4	4	4
BILGE STRINGER Angle Irons	4	4	4	4	4	4	4	4
Intercoastal plates riveted to plating for length	4	4	4	4	4	4	4	4
INSIDE STRINGER Angle Irons	4	4	4	4	4	4	4	4

The FRAMES extend in one length from Bilge to Bilge & Ribs to main deck

The REVERSED ANGLE IRONS on floors and frames extend from middle line to main deck and to 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 1/4 in. diameter, averaging 6 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 1 in. diameter, averaging 4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 4 ins. from centre to centre.

Butts 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 length amidships.

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

Breadth of laps of plating in double riveting 6 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? No. of Breasthooks, 5 Crutches, 4

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

Manufacturer's name or trade mark, Angles, Norman Long 16. Plates, Cornish

The above is a correct description.

Builder's Signature, Frank Pearson

Surveyor's Signature, R. P. Riston

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

ROBT. EDMD. TAYLOR & SON Commercial and General Steam Printers, 19, Old Street, Goswell Road, E.C.1, London.

Hull 395-0062



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*

Masts, Bowsprit, Yards, &c., are *of iron* 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. *See plan Masts as approved amended sketch and letter of 11 Aug 81. For and Main Mast 2 1/2" dia, plates 1/16 at partners 1/16 at heel and 5/16 at head. Bowsprit with 2 plates in the Round, same double riveted. Butts well riveted, straps 1/16 thicker than the plates they connect. All other Masts and spars as per approved amended sketch.*

NUMBER for EQUIPMENT.	SAILS.	CABLES &c.	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprntd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Machine where Tested & Suprntd.
	Fore Sails,	Chain <i>Black</i> ...	<i>300</i>	<i>2 1/8</i>	<i>113 1/4</i>	<i>2 1/8</i>		Bower Anchors	<i>4</i>	<i>42.0.034.22.0</i>	<i>41 1/2</i>		
	Fore Top Sails,	Iron Stream Chain	<i>91 1/2</i>	<i>1 3/16</i>	<i>38 1/2</i>	<i>1 3/16</i>				<i>42.0.034.22.0</i>	<i>41 1/2</i>		
	Fore Topmast Stay Sails,	or Steel Wire ..								<i>40.0.036.6.1.0</i>	<i>40</i>		
		or Hempen Strm Cable .....	<i>100</i>	<i>5 1/4</i>	<i>41</i>	<i>4 1/2</i>				<i>34.0.035.5.0.0</i>	<i>34</i>		
	Main Sails,	Towline, <i>Hemp</i>	<i>100</i>	<i>3 1/2</i>	<i>26</i>	<i>3 1/2</i>		Stream Anchor	<i>1</i>	<i>12.0.4.4.12.0.7</i>	<i>12 3/4</i>		
	Main Top Sails,	or Steel Wire ..	<i>90</i>	<i>3 1/2</i>	<i>26</i>	<i>9"</i>		Kedge	<i>1</i>	<i>7.0.0.4.5.0.0</i>	<i>6 1/2</i>		
	and	Hawser .....	<i>410</i>	<i>5 1/2</i>				2nd Kedge	<i>1</i>	<i>3.0.14.5.12.0.2</i>	<i>3 1/4</i>		
		Warp .....	<i>100</i>	<i>5"</i>									
		quality											

Standing and Running Rigging *Good* sufficient in size and *Good* in quality. She has *4* Long Boats and *Good* Pumps *Good*  
The Windlass is *Good* Capstans *Good* and Rudder *Good*

Engine Room Skylights. How constructed? *Boy Comings* How secured in ordinary weather? *How secured in ordinary weather?*  
What arrangements for deadlights in bad weather? *Pullies and light-fitters in solid hinged tops*

Coal Bunker Openings. How constructed? *Iron* How are lids secured? *Latched* Height above deck? *12 inches*  
Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Five scuppers on each side open Bulwarks*

Cargo Hatchways. How formed? *Boy Comings*  
State size Main Hatch *10' x 10' 9" 10' x 10'* Fore hatch *12' x 10'* Quarter hatch *24' x 10' 9" 8' x 8'*

If of extraordinary size, state how framed and secured? *Portable Rib Beams in large hatchways*  
What arrangement for shifting beams? *Portable Rib Beams in large hatchways*

Hatches. If strong and efficient? *Yes*

Order for Special Survey No. *195* Date *19/4/81*  
Order for Ordinary Survey No. *241* Date *19/4/81*  
No. *241* in builder's yard. 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
  - 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
- Built under special Survey and inspected about May a month during construction from 11th July 1881 to 26th Aug. 1882*

General Remarks (State quality of workmanship, &c.) *This ironing decked vessel has been built in accordance with the approved Section 1 plans attached (also with additions as per list attached) and in all other respects with the Rules for the 100 A.1. Class.*

*The Lead Line 25 feet approved by the Committee, per Secretary's letter dated 30 June 81, and 29 June 82 has been marked on the vessel's side, bearing a futboard of 12' 2 1/2" to ironing deck, and 4' 9" to Main deck.*

*The Iron work throughout is efficiently protected from oxidation by Cement and Paint and the workmanship is good.*

State if one, two, or three decked vessel, or if open, or awning decked; and the lengths of poop, bridge, fore-castle, or raised quarter deck. (If double bottom, state particulars on separate form.)  
How are the surfaces preserved from oxidation? Inside *Cement and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *100 A.1. "Ironing deck"*  
The amount of the Entry Fee ... £ *5* : : : is received by me, *M. N.*  
on *4364* Yrns Special ... £ *134* : *2* : *23/8* 18*82*

Certificate *Gratio* :  
(Travelling Expenses, if any, £ : : :)  
Committee's Minute

Character assigned *100 A.1*  
*Load line 25 feet*  
*Cell. Double Bottom*  
*Load line 25 feet 25/82*

*The Surveyors Hall.*  
*James M. Neil*  
Surveyor to Lloyd's Register of British and Foreign Shipping.  
*This vessel has been built in accordance with approved plans appended and appears eligible to be classed 100 A.1 Ironing deck.*  
*Foundation*