

IRON SHIP.

(Received at London Office,

5648

No. 5648

Survey held at

London

Date, First Survey

November 2nd 1882

Last Survey

September 5th 1884

October 10/84

Iron S.S. "Madon"

GE under
age DeckThird, Spar,
ing Deck.Poop, or
ase, Or. Dk.o of Houses
on Decko of Forecastle
Deck

Gross Tonnage

Less Crew Space

Less Engine Room

Register Tonnage
as cut on BeamONE, OR TWO DECKED, THREE DECKED VESSEL,
SPAR, OR AWNING DECKED VESSEL.

Half Breadth (moulded) 13.11

Depth from upper part of Keel to top of Upper Deck Beams 16.2 1/2

Girth of Half Midship Frame (as per Rule) 27.1

1st Number 57.1 1/2

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

Length 169.

2nd Number 9654

Proportions— Breadths to Length 6

Depths to Length—Upper Deck to Keel 10.42

Main Deck ditto

Master

Built at

When built

By whom built

Owners

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock.

5648

1882-3-4

Gilbert & Co

France

London

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LENGTH	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH top of Floors to Upper	Feet.	Inches.	Power of	Horse	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as			Moulded...			Deck Beams			Engines ...			
per Rule ...	169		27	10		Do do Main Deck Beams	14	10		48	one	two
Dimensions of Ship per Register, length, 172 breadth, 28 depth, 14.8 DEPTH Moulded												
KEEL, depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2										
STEM, moulding and thickness	6 3/4 x 2 1/2	6 3/4 x 2 1/2										
STERN-POST for Rudder do. do.	6 3/4 x 4 1/4	6 3/4 x 4 1/4										
" " for Propeller	6 3/4 x 4 1/4	6 3/4 x 4 1/4										
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 inches	22 inches										
FRAMES, Angle Iron, for 3/4 length amidships	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3				
Do. for 1/2 at each end	3	2 1/2	6	3	2 1/2	5						
REVERSED FRAMES, Angle Iron	10 1/2	7	10 1/2	7								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10	8 1/4										
thickness at the ends of vessel	33	33										
depth at 3/4 the half-bdth. as per Rule	5	3	5	3	5	3						
height extended at the Bilges	22	22										
thickness under E & B space												
BEAMS, Upper, Spar, or Awning Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	5	3	5	3						
Single or double Angle Iron on Upper edge	22	22										
Average space												
BEAMS, Main, or Middle Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 1/2	3	3 1/2	3	3 1/2	3						
Single, or double Angle Iron, on Upper Edge	12	9	12	9								
Average space												
BEAMS, Lower Deck												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3	3	3	3	3						
Single or double Angle Iron on Upper Edge	12	9	12	9								
Average space												
BEAMS, Hold, or Orlop												
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4	3	4	3	4	3						
Single or double Angle Iron on Upper Edge	4	3	4	3	4	3						
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	12	9	12	9								
" Rider Plate	9	9	8 1/2	9								
" Bulb Plate to Intercoastal Keelson	4	3	4	3	4	3						
" Angle Irons	4	3	4	3	4	3						
" Double Angle Iron Side Keelson	4	3	4	3	4	3						
" Side Intercoastal Plate												
" do. Angle Irons												
" Attached to outside plating with angle iron												
BILGE Angle Irons	4	3	4	3	4	3						
" do. Bulb Iron												
" do. Intercoastal plates riveted to plating for length	4	3	4	3	4	3						
BILGE STRINGER Angle Irons	4	3	4	3	4	3						
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												
The FRAMES extend in one length from	Keel	to	gunwale									
The REVERSED ANGLE IRONS, on floors and frames extend	from	middle line to	above Hold beam stringer	and to	gunwale							
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected?	yes											
PLATING. Garboard, double riveted to Keel, with rivets	1 1/8	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 to 3 1/2	ins. from centre to centre.								
" Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps	1 1/2	thicker than the plates they connect.										
" Edges from Bilge to Main Sheerstrake, worked clench, double & single riveted; with rivets	3/4	in. diameter, averaging	3 1/4 to 3 1/2	ins. from cr. to cr.								
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets	3/4	in. diameter, averaging	3 to 3 1/2	ins. from cr. to cr.								
" Edges of Main Sheerstrake, double or single riveted.												
" Butts of Main Sheerstrake, treble riveted for half length amidships.												
" Butts of Main Stringer Plate, treble riveted for half length amidships.												
" Breadth of laps of plating in double riveting	4 1/2 & 5 1/2	Breadth of laps of plating in single riveting										
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?	per rule	No. of Breasthooks, Stringers, Crutches, the ends										
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?	angles from Pyzack & Co.											
Manufacturer's name or trade mark,	and the plates from Low Walker.											
The above is a correct description.												
Builder's Signature,	Gilbert & Co	Surveyor's Signature,	J. P. Miles	Surveyor to Lloyd's Register of British and Foreign Shipping.								

Workmanship.

Are the butts of plating planed or otherwise fitted? *chipped and faired*

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 in the butts*

Masts, Bowsprit, Yards, &c., are *throughout* 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

(None)

NUMBER for EQUIPMENT

10619

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.	W'ght req'd per Rule.	Machine where Tested & Suprntd.
		Chain	<i>195</i>	<i>1 1/16</i>	<i>25-38 tons</i>	<i>1 1/16</i>	<i>Low Walker</i>	Bower Anchors	<i>1</i>	<i>12.0.21</i>	<i>14.1.3.7</i>	<i>12.0.0</i>	<i>Low Walker</i>
	Fore Sails,	(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)						(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	<i>1</i>	<i>11.3.21</i>	<i>13.16.1.2</i>		<i>Low Walker</i>
	Fore Top Sails,	Iron Stream Chain	<i>60</i>	<i>1 1/16</i>	<i>15-20 tons</i>	<i>1 1/16</i>	<i>Low Walker</i>		<i>1</i>	<i>10.2.21</i>	<i>12.13.0.14</i>		<i>Low Walker</i>
	Fore Topmast Stay Sails,	or Steel Wire ..											
	Fore Topmast Stay Sails,	or Hempen Strm Cable	<i>90</i>	<i>11</i>		<i>8 1/2</i>				<i>34.3.7</i>		<i>34.1.0</i>	
	Main Sails,	Towline, Hemp.											
	Main Sails,	or Steel Wire ..											
	Main Top Sails,	Hawser	<i>170</i>	<i>6</i>		<i>6</i>		Stream Anchor	<i>1</i>	<i>4.0.14</i>	<i>6.10.0.0</i>	<i>4.0.0</i>	<i>Low Walker</i>
	Main Top Sails,	Warp	<i>180</i>	<i>4 1/2</i>				Kedge	<i>1</i>	<i>2.0.7</i>	<i>4.12.2.0</i>	<i>2.0.0</i>	<i>Low Walker</i>
	and	quality	<i>170</i>	<i>4</i>				2nd Kedge		<i>1.0.21</i>		<i>1.0.0</i>	

Standing and Running Rigging *White Hemp* sufficient in size and *Good* in quality. She has *three* Long Boats and

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

Engine Room Skylights. How constructed? *Iron Cornings* How secured in ordinary weather? *Flaps secured*

What arrangements for deadlights in bad weather? *Spun glass, guards and tarpaulins*

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

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers through Sheerstrake level with deck stringer and escape ports in bulwarks.*

Cargo Hatchways. How formed? *with half beams and Iron Coamings*

State size Main Hatch *18.0 x 10.0* Forehatch *10.0 x 10.0* Quarterhatch *17.0 x 10.0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *a web plate fitted at the Mainhatch and Quarterhatch*

Hatches, If strong and efficient? *they are*

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. *2* 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 between the 3rd of November 1882 and the present date, also seen at Gooli

State dates of letters respecting this case *Secretary's letter dated 31st October 1882*

General Remarks (State quality of workmanship, &c.)

This vessel has a raised quarter deck 80.0 Bridge deck 7.6 and Topgallant Forecastle deck 22.0, and is fitted with part double bottom for water ballast in the holds before and abaft the Engine Room bulkheads the tops of the tanks of 1/16 Iron - The general quality of the workmanship is good - The Hull of this vessel was commenced and launched in an incomplete state by Gilbert & Co; and completed up to the present date by Messrs Wright and Pascoe at Blackwall Point, and is to be fitted, Engines and Boiler at Gooli, and then also supplied with Masts Rigging & Sails, warps and outfit, completed. Through beams between the Engines and Boiler are to be fitted in way of the hold & deck beams, at Gooli after the Machinery is on board. Rolling chocks have been fitted amidships at the bilges of built iron 8 x 8 1/16 attached to the bottoms with double angle iron 3 x 3 1/2 x 6 1/16.

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecastle, or raised quarter deck. (If double bottom, state particulars on separate form.)

How are the surfaces preserved from oxidation? Inside *Cemented to bilges, Outside of transverse* Outside *Outside of transverse*

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

The amount of the Entry Fee£ *3* is received by me, *J. F. E.*

Special£ *31* 11: - *30/4 1883*

be sent as per margin). Certificate ...

(Travelling Expenses, if any, £ 1: 8: 0).

Committee's Minute

TUESDAY 14 APRIL 1885

18

Character assigned

W B 8th
Sept 6. Hull 7/10/84

100-A 1

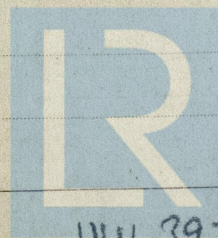
Surveyor to Lloyd's Register of British and Foreign Shipping.

It is submitted that this vessel appears worthy of the favourable consideration of the Committee to be classed 100-A-1, as recommended.

13/4/85

Strong beams fitted between the Engines and Boilers in way of
hold and deck beams, supported by efficient pillars. A pump
mill has been fitted at after end of after tank (Tank No. 10) with
suctions from deck and Main Engines; also, a man-hole door and drain
valve fitted at after end of shaft tunnel over pump mill. New beam
stirring-gear and windlass supplied

James M. Neil



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Lloyd's Register
Foundation

HUL 397-0226 (2/2)