

IRON SHIP.

(Received at London Office,

5648

No. 5648

Survey held at Lough

Date, First Survey November 22 1882

Last Survey September 5 1884

Iron S.S. Madrox

October 10/84

at Lough April 1885

GE under } 594.02
 age Deck }
 Third, Spar, }
 ing Deck. }
 Poop, or } 62.86
 use? Or. Dk. }
 of Houses }
 on Deck }
 of Forecastle } 20.24
 of Hatch }
 Gross Tonnage } 630.64
 Less Crew Space } 221.04
 } 409.60
 Less Engine Room }
 Register Tonnage }
 as cut on Beam } 409.60

ONE, 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) 27.00
 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 Loach
 Built at Millwall Graving Dock
 When built 1882-3-4 Launched Sept-1-1883
 By whom built Gilbert & Co
 Owners France
 Residence
 Port belonging to Lytle
 Destined Voyage London
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... 169 Feet. Inches. 169
 BREADTH—Moulded... 27 10 Feet. Inches. 27 10
 DEPTH top of Floors to Upper Deck Beams ... 14 10 Feet. Inches. 14 10
 Do do Main Deck Beams...
 Power of Engines ... 48 Horse
 N° of Decks with flat laid one
 N° of Tiers of Beams two

Dimensions of Ship per Register, length, breadth, depth, DEPTH Moulded	Inches in Ship	Inches per Rule						
KEEL, depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2	6 3/4 x 2 1/2	6 3/4 x 2 1/2	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4
STEM, moulding and thickness	6 3/4 x 2 1/2	6 3/4 x 2 1/2	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4
STERN-POST for Rudder do. do.	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	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	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	6 3/4 x 4 1/4	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 2/3 length amidships	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Do. for 1/3 at each end	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
REVERSED FRAMES, Angle Iron	3	2 1/2	3	2 1/2	3	2 1/2	3	2 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10 1/2	7	10 1/2	7	10 1/2	7	10 1/2	7
thickness at the ends of vessel	10	6	10	6	10	6	10	6
depth at 3/4 the half-bdth. as per Rule	10	8 1/4	10	8 1/4	10	8 1/4	10	8 1/4
height extended at the Bilges	33	33	33	33	33	33	33	33
Thickness under E & B Space	5	3	5	3	5	3	5	3
BEAMS, Upper, Spar, or Awning Deck	5	3	5	3	5	3	5	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	5	3	5	3	5	3
Single or double Angle Iron on Upper edge	5	3	5	3	5	3	5	3
Average space	22	22	22	22	22	22	22	22
BEAMS, Main, or Middle Deck	5	3	5	3	5	3	5	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	3	5	3	5	3	5	3
Single, or double Angle Iron, on Upper Edge	5	3	5	3	5	3	5	3
Average space	22	22	22	22	22	22	22	22
BEAMS, Lower Deck	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Single or double Angle Iron on Upper Edge	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Average space	10	10	10	10	10	10	10	10
BEAMS, Hold, or Orlop	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Single or double Angle Iron on Upper Edge	4 1/2	4	4 1/2	4	4 1/2	4	4 1/2	4
Average space	10	10	10	10	10	10	10	10
KEELSONS Centre line, single or double plate, box, or Intercostal Plates	12	9	12	9	12	9	12	9
" Rider Plate	9	9	9	9	9	9	9	9
" Bulb Plate to Intercostal Keelson	4	3	4	3	4	3	4	3
" Angle Irons	4	3	4	3	4	3	4	3
" Double Angle Iron Side Keelson	4	3	4	3	4	3	4	3
" Side Intercostal Plate	4	3	4	3	4	3	4	3
" do. Angle Irons	4	3	4	3	4	3	4	3
" Attached to outside plating with angle iron	4	3	4	3	4	3	4	3
BILGE Angle Irons	4	3	4	3	4	3	4	3
" do. Bulb Iron	4	3	4	3	4	3	4	3
" do. Intercostal plates riveted to plating for length	4	3	4	3	4	3	4	3
BILGE STRINGER Angle Irons	4	3	4	3	4	3	4	3
Intercostal plates riveted to plating for length	4	3	4	3	4	3	4	3
SIDE STRINGER Angle Irons	4	3	4	3	4	3	4	3

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS, on floors and frames extend from middle line to above Hold beam stringer and to gunwale alternately
 and double from bilge to bilge in E & B spaces.
 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 1/8 in. diameter, averaging 5 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 x 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 1/8 thicker than the plates they connect.
 " Edges from Bilge to Main Sheerstrake, worked clencher, double & single riveted; with rivets 7/8 x 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 7/8 x 3/4 in. diameter, averaging 3 to 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 length amidships.
 " Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length length.
 " 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, Straps Crutches, the ends
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles from Drydock &c.
 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.

State clearly where plating is of alternate thickness—as stating thickness at ends of vessel.
 * If Iron Deck, state if whole or part, and if wood deck is laid thereon.

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)*

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.
								Bower Anchors	Stream Anchor					
	Chain	195	1 1/16	25-38 tons	13/16	Low Walker 4/6/84 Robert Burrell	1	12.0.2.0	14.1.3.7	12.0.0.0	Low Walker 5/6/84 Robert Burrell			
	Fore Sails, Iron Stream Chain	6.0	1 1/16	15-20 tons	1 1/16	Low Walker 5/6/84 Robert Burrell	1	11.3.2.1	13.16.1.0		Low Walker 5/6/84 Robert Burrell			
	Fore Top Sails, or Steel Wire						1	10.2.2.1	12.13.0.14		Low Walker 5/6/84 Robert Burrell			
	Fore Topmast Stay Sails, or Hempen Strm Cable	90	1 1/2		8 1/2			34.3.7		34.1.0				
	Main Sails, or Steel Wire	170	6		6			4.0.0.14	6.10.0.0	4.0.0.0	Low Walker 5/6/84 Robert Burrell			
	Main Top Sails, and Warp	180	4 1/2					2.0.0.7	4.12.2.0	2.0.0.0				
	quality	170	4					1.0.0.21		1.0.0.0				

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

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

Engine Room Skylights.—How constructed? *Iron Cornings top* How secured in ordinary weather? *Flans screws*

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? *Slippers through stowstrake level with deck stringer and escape ports in bulwarks.*

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

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. 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*
 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 7.5 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 6/16 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 with Engines and Boiler at Gooler, and there 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 Gooler after the Machinery is on board. Rolling chocks have been fitted amidships at the bilges of built iron 8 x 8/16 attached to the bottom with double angle iron 3 x 3 1/2 x 6/16.*

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, Oxide of Iron* Outside *Oxide of Iron & other paint*

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 1885*

(To be sent as per margin). Certificate ...

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

Committee's Minute **TUESDAY 14 APRIL 1885** 18

Character assigned *100-A-1*

J.F.E.
 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.
 1st Beam. *5/6/85*
 2d Beam. *7/10/85*
 13/4/85

Reference should be made to any correspondence connected with the case.

The Surveyors are requested not to write on or below the space for Committee's Minute.

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. 1st) with suction from deck and Main Engines; also, a man-hole door and drain valve fitted at after end of shaft tunnel over pump mill. New Main steering-gear and Windlass supplied

James McNeil



© 2020

Lloyd's Register
Foundation

HUL 397-0226 (2/2)