

IRON SHIP.

TUESDAY 3 AUGUST 1886

(Received at London Office)

No 5966

Surveyed

Yeuill

Date, First Survey 23 Feb 86

Last Survey 27 July 86

1886

On the Iron Steam Tug "Caldorado"

Master Roach

Built at Yeuill

When built 1886 Launched March

By whom built Earle's

Owners W. Wilson & Co. Ltd.

Residence Yeuill

Port belonging to Yeuill

Destined Voyage Bergen

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

Building and afloat

Tonnage under Deck	497.10
Ditto of Third, Spar, or Awning Deck	199.81
Ditto of Poop, or Raised Gr. Dk.	
Ditto of Houses on Deck	175.75
Ditto of Forecastle	
Gross Tonnage	1381.66
Less Crew Space	59.24
Engine Room	496.49
Register Tonnage as cut on Beam	897.90

ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.	
Half Breadth (moulded)	16.4
Depth from upper part of Keel to top of Upper Deck Beams	17.1
Girth of Half Midship Frame (as per Rule)	29.1
1st Number	62.6
1st Number, if a 3-Decked Vessel .. deduct 7 feet	
Length	248.4
2nd Number	(157618)
Proportions— Breadths to Length	7.6
Depths to Length—Upper Deck to Keel	
Main Deck ditto	14.5

LENGTH on deck as per Rule	248 8	BREADTH— Moulded	32 10	DEPTH top of Floors to Upper Deck Beams	15 8	Power of Engines	250	Nº. of Decks with flat laid	3	Nº. of Tiers of Beams	3
Dimensions of Ship per Register, length, 249.6 breadth, 33.2 depth, 15.4 Moulded depth = 16.4											

	Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule		Inches in Ship		Inches per Rule	
	In Ship	In Ship	Inches	Inches	In Ship	In Ship	Inches	Inches	In Ship	In Ship	Inches	Inches
KEEL, depth and thickness	8 1/2	2 1/2	8 1/2	2 1/2								
STEM, moulding and thickness	8	2 1/2	8	2 1/2								
STERN-POST for Rudder do. do.	8 1/2	5	8	5								
" " for Propeller	8 1/2	5 1/2	8	5								
Distance of Frames from moulding edge to moulding edge, all fore and aft	23 inches		23 inches									
FRAMES, Angle Iron, for 1/2 length amidships	4	3	4	3	4	3	4	3				
Do. for 1/3 at each end	4	3	4	3	4	3	4	3				
REVERSED FRAMES, Angle Iron	3	3	3	3	3	3	3	3				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	18 1/2	9	18	9	18	9	18	9				
" thickness at the ends of vessel	As per Rule		As per Rule									
" depth at 3/4 the half-bdth. as per Rule	As per Rule		As per Rule									
" height extended at the Bilges	As per Rule		As per Rule									
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	6 1/2	3	6 1/2	3	6 1/2	3	6 1/2	3				
Single or double Angle Iron on Upper edge	46 inches		46 inches									
Average space	46 inches		46 inches									
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	8	7	8	7	8	7	8	7				
Single, or double Angle Iron, on Upper Edge	46 inches		46 inches									
Average space	46 inches		46 inches									
BEAMS, Lower Deck—Single or double Angle Iron, Plate or Tee Bulb Iron	4 1/2	7	4 1/2	7	4 1/2	7	4 1/2	7				
Single or double Angle Iron on Upper Edge	46 inches		46 inches									
Average space	46 inches		46 inches									
BEAMS, Hold, or Orlop—Single or double Angle Iron, Plate or Tee Bulb Iron	16	12	16	12	16	12	16	12				
Single or double Angle Iron on Upper Edge	11		11									
Average space	11		11									
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	16	12	16	12	16	12	16	12				
" Rider Plate	11		11									
" Bulb Plate to Intercostal Keelson	5		5									
" Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2				
" Double Angle Iron Side Keelson	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2				
" Side Intercostal Plate	3	3	3	3	3	3	3	3				
" do. Angle Irons	3	3	3	3	3	3	3	3				
" Attached to outside plating with angle iron	3		3									
BILGE Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2				
" do. Bulb Iron	8		8									
" do. Intercostal plates, riveted to plating for 1/2 length	5		5									
BILGE STRINGER Angle Irons	5	3 1/2	5	3 1/2	5	3 1/2	5	3 1/2				
Intercostal plates riveted to plating for 1/2 length	8		8									
SIDE STRINGER Angle Irons												

The FRAMES extend in one length from Keel to Quarter Riveted through plates with 3/4 in. Rivets, about 6 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Main deck (all) 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 1/8 in. diameter, averaging 5 1/2 ins. from centre to centre.

" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 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 5 Breadth of laps of plating in single riveting 2 1/2

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

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

Manufacturer's name or trade mark, Plate's "Consett"

The above is a correct description. EARLE'S

Builder's Signature, SHIPBUILDING & ENGINEERING CO. LIMITED Surveyor's Signature, James McNeil

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

Form No. 1 for Iron Ships—1500—2784—Transfer Ink.

* 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? *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? *No*

Masts, Bowsprit, Yards, &c., are *Wrought 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 *4'*

For and Main Lower Masts of Iron, as per Approved tracing attached. The material has been tested as required by the Rules and found satisfactory, and is stamped with Maker's name

NUMBER for EQUIPMENT	SAILS.	CABLES &c. Chain	Fathoms.	Inches.	Test per Certificate.	Inches per Rule.	Machine where Tested & Suprtd.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Machine where Tested & Suprtd.			
	Fore Sails,	Iron Stream Chain	970	1 9/16	61.8.0	1 9/16	<i>Mitchell & Co. Ltd. Dept. of Marine</i>	Bower Anchors	1	17.0.18	22.11.0.0	22 1/2	<i>Atchard & Co. Dept. of Marine</i>			
	Fore Top Sails,	or Steel Wire	45	"	43.18.0	"		Bower Anchors	1	23.3.6	23.15.2.14	23 1/2				
	Fore Topmast Stay Sails,	or Hemp	90	3/4	22	3/4		Bower Anchors	1	21.0.6	21.14.1.14	21				
	Main Sails,	or Steel Wire	90	2 1/2	12 1/2	8"		Stream Anchor	1	8.0.0	10.2.2.0	8				
	Main Top Sails,	Warp	90	5	12 1/2	6 1/2		Kedge	1	4.0.0	6.7.2.0	4				
	and	quality	180	4 1/2	14.9.0	3 1/4		2nd Kedge	1	2.0.2	4.12.2.0	2				
	Standing and Running Rigging	<i>Mixed Hemp</i>	sufficient in size and <i>Good</i> in quality.													
	The Windlass is	<i>Good</i>	Capstans	<i>Good</i>	and Rudder	<i>Good</i>		Pumps	<i>Good</i>							
	Engine Room Skylights.	How constructed? <i>Iron Comings</i> How secured in ordinary weather? <i>Ke and Secured</i>														
	Coal Bunker Openings.	How constructed? <i>Cast Iron</i> How are lids secured? <i>Latched</i> Height above deck? <i>Flush</i>														
	Scuppers, &c.	What arrangements for clearing upper deck of water, in case of shipping a sea? <i>Open Rails 1' fore and aft</i>														
	Cargo Hatchways.	How formed? <i>Iron Comings</i>														
	State size Main Hatch	<i>9'6" x 6'0"</i>	Forehatch	<i>11'6" x 8'0"</i>	Quarterhatch	<i>9'8" x 7'0"</i>										
	If of extraordinary size, state how framed and secured?															
	What arrangement for shifting beams?	<i>By shifting Bull Beam</i>														
	Hatches, if strong and efficient?	<i>Yes</i>														

Order for Special Survey No. *352* Date *29/4/86*
 Order for Ordinary Survey No. *300* Date *1/5/86*
 No. *300* in builder's yard.
 State dates of letters respecting this case *18/2/86, 23/2/86, 25/2/86, 2/3/86, 8/3/86, 12/3/86, 22/3/86, 2/4/86*

General Remarks (State quality of workmanship, &c.)
This ironing decked vessel has been built under Special Survey in accordance with the accompanying approved sketch of Midship Section, and other approved (detailed) tracings attached; also, in other respects with the Rules for the 100-A class "Ironing deck". The iron work is efficiently protected from oxidation by cement and paint, and the workmanship is good.

State if one, two, or three decked vessel, or if spar, 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£ *4* : " : " is received by me, } *W.R.*
 Special£ *59* : *11* : " *21/7 1886*
 Certificate ... *Gratis*

Committee's Minute
 Character assigned *100-A-1*
2 Sh. Tanning
 Received the *Freeboard* 1/10/86
 It is submitted that this vessel appears to be classed 100-A-1 "Ironing deck" as recommended subject to a freeboard approved by the Committee being marked on the vessel's sides as required by the Rules.
 Surveyor to Lloyd's Register of British and Foreign Shipping.
James McNeil
 FRIDAY 13 AUGUST 1886 18
Four days
13/8/86

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