

# IRON SHIPS.

Rec 28/6/11

No. 10892 Survey held at Newcastle Date 18<sup>th</sup> Jan<sup>r</sup> to 9<sup>th</sup> June 1893

on the S.S. "Lloyd's" Master J. O. Parkman

Tonnage under tonnage deck 499.11 Built at Newcastle When built 1869 Launched 15<sup>th</sup> May 69

Ditto of quarter deck 45.74 By whom built Palmer & Co Owners Dixon & Co

Ditto of poop, fore-castle, or other erections on upper deck 37.77 Port belonging to London Destined Voyage Antwerp

Ditto of spar deck 49.5 If Surveyed while Building, Afloat, or in Dry Dock While building

Ditto of engine room 191.57 Power of Engines 160 Horse. N<sup>o</sup>. of Decks one

Gross tonnage, less B.T. deduction 36.37 846.25 Length aloft 220.0 Extreme Breadth 28.0 Depth from top of Upper Deck Beam to top of Floor 17.9 1/2

Total Register tonnage, as cut on beam 654.58 (Dimensions of Ship per Register, length 220.7 breadth 28.0 depth 17.7)

	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.	Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	$7\frac{1}{2} \times 2\frac{3}{4}$	$7\frac{1}{2} \times 3$						
Stem, if bar iron, moulding and thickness	$7\frac{1}{2} \times 2\frac{3}{4}$	$7\frac{1}{2} \times 2\frac{3}{4}$						
Stern-post, if bar iron, moulding and thickness	$8 \times 5$	$7\frac{1}{2} \times 5\frac{1}{2}$						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>	<u>21</u>						
Frames, Size of Angle Iron, single or double	<u>4</u>	<u>3</u>	<u>7/16</u>	<u>4 1/2</u>	<u>3</u>	<u>7/16</u>		
Floors, depth and thickness of Floor Plate at mid line	<u>18</u>	<u>18</u>	<u>9/16</u>			<u>9/16</u>		
Beams, Deck (N <sup>o</sup> . 53) double Angle Iron, Plate, Tee, or Bulb Iron	<u>7</u>	<u>7</u>	<u>7/16</u>	<u>7</u>	<u>7/16</u>			
Keelson, single or double plate, box, or intercostal	<u>23</u>	<u>23</u>	<u>9/16</u>	<u>23</u>	<u>9/16</u>			

Plates in Garboard Strakes, breadth and thickness 34 4/16 30 4/16

Ditto from Garboard to upper part of Bilges 10 1/16

Sheerstrake, breadth and thickness 33 1 1/16 30 1 1/16

Butt Straps to outside plating, breadth and thickness 9 4/16 40 9/16

Gunwale Plate or Stringer on ends of Upper Deck Beams, breadth and thickness 32 1 1/16 31 1/2 4 1/16

Stringer or Tie Plates fore and aft, on Upper Deck Beams, outside Hatchways 10 1/2 9/16 10 1/2 9/16

Diagonal Tie Plates on ditto 10 1/2 9/16 10 1/2 9/16

Planksheer, materials and scantlings 12 x 5 Red Pine

Waterway ditto ditto 3 1/2 x 4 Pine 3 1/2

Flat of Upper Deck, thickness and material 2 1/2 4 Pine 3 1/2

Ceiling betwixt Decks and in Hold, thickness and material 2 1/2 R. Pine to bilge and battens above

Stringer Plates on ends of Hold or Lower Deck Beams, breadth and thickness 24 1/2 9/16 23 1/2 9/16

Stringer or Tie Plates fore and aft outside Hatchways, on Hold or Lower Deck Beams 5 x 3 1/2 x 9/16 4 1/4 x 3 1/4 x 9/16

Stringers in Hold double angle iron 5 x 3 1/2 x 9/16 4 1/4 x 3 1/4 x 9/16

Flat of Lower Deck, thickness and material 5 1/4 5 1/4

Main piece of Rudder, diameter at head 5 1/4 3

" " " at heel 3 1/4 3

(Can the Rudder be unshipped afloat Yes)

Bulkheads, N<sup>o</sup>. 4 Thickness of 9/16

" Height up to upper deck

" how secured to the sides of the ship to double frames

" size of vertical angle irons 3 x 3 x 7/16 and their distance apart 30

The Frames extend in one length from Keel to gunwale rivetted through plates with (3/4 in.) rivets, about (5) apart.

The reverse angle irons on the floors extend in one length across the middle line from to tank side from thence

" " " on the frames " " " from to above hold stringer and alternately to upper deck

Keelson, how are the various lengths of plates or angle irons connected? by butt straps

Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets (1 1/4 ins.) diameter, averaging (3 1/2 in.) apart.

" Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart.

" Butts from Keel to turn of bilge, worked carvel with butt straps (1 1/4 thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Do the butt straps lap over and rivet through the lands of the strake below? no

" Edges from bilge to sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 in.) apart. Do the butt straps lap over and rivet through the lands of the strake below? no

" Edges of Sheerstrake, double or single rivetted? At upper edge single At lower edge double

" Butts from bilge to planksheers, worked carvel with butt straps (1 1/4 thick), double or single rivetted; with rivets (3/4 in.) diameter, averaging (2 1/2 ins.) apart. Breadth of laps in double rivetting (4 3/4) Breadth of laps in single rivetting (3 1/4)

Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? double rivetted

Planksheer, how secured to the plating of the sides explain by sketch

Waterway " " planksheer and to the Beams if necessary Bolted to stringer and side

Deck Beams, how secured to the side? welded knees rivetted to frames

Hold or Lower Deck ditto ditto ditto ditto

addle " " No. of breasthooks 4 crutches 4

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

Manufacturer's name or trade mark Palmer "Sorrow"

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature J. M. McIntyre Surveyor's Signature A. Harding

IRON 444-0200

