

# IRON SHIPS.

No. 21903 Survey held at Liverpool Date 12<sup>th</sup> January & 16<sup>th</sup> June 1893  
 on the Ship Sorata Master Parley  
 Tonnage under tonnage deck 775.40 Built at Seacombe When built 1889 Launched 20<sup>th</sup> April  
 Ditto of poop 20.22 or spar deck 16.91 By whom built Bond & Chaffers Owners Walmesley  
 Ditto of engine room 26.50 Port belonging to Liverpool Destined Voyage Lin. Valparaiso  
 Total Register tonnage 786.11  
 Gross Tonnage 812.61  
 Surveyed while Building, Afloat, or in Dry Dock While building in graving docks and afloat

Length aloft	Feet.	Inches.	Extreme Breadth	Feet.	Inches.	Depth from top of Upper Deck Beam to top of Floor	Feet.	Inches.	Power of Engines	Horse.	No. of Decks	Inches. In Ship.	16ths. In Ship.	Inches. required per Rule.	16ths. required per Rule.
(Dimensions of Ship per Register, length <u>100.2</u> breadth <u>32</u> depth <u>19.7</u> )															
Keel, if bar iron, depth and thickness															
„ if plate iron, breadth and thickness															
Stem, if bar iron, moulding and thickness															
„ if plate iron, breadth and thickness															
Stern-post, if bar iron, moulding and thickness															
„ if plate iron, breadth and thickness															
Distance of Frames from moulding edge to moulding edge, all fore and aft															
Frames, Size of Angle Iron, single or double															
„ Reversed Iron, $\frac{1}{2}$ to every frame															
„ and $\frac{1}{2}$ or every alternate frame															
Floors, depth and thickness of Floor Plate at mid line															
„ Ditto ditto at Bilge Keelson															
„ Size of Reversed Angle Iron, and No. <u>one</u> at top of Floor Plate															
Beams, Deck (No. <u>52</u> ) double Angle Iron, Plate, Tee, or Bulb Iron															
„ „ double or single Angle Iron, on edge															
„ „ average space between															
„ Hold, or Lower Deck (No. <u>40</u> ) double Angle, Tee, Plate, or Bulb Iron															
„ „ double or single Angle Iron on edge															
„ „ average space between															
„ Paddle, sided and moulded, thickness of Plate size of Angle Iron															
„ Engine															
Keelson, single or double plate, box, or intercostal															
„ Size of Plates <u>on top</u>															
„ Size of Angle Irons															
„ Side, single or double plate, box, or intercostal															
„ Bilge (No. <u>one</u> ) at each Bilge, single, or double, plate, or box															
Transoms, material <u>iron</u> or, if none, in what manner compensated for.															
Knight-heads, and Hawse Timbers															
The Frames extend in one length from <u>keel</u> to <u>Deck Stringer</u>															
The reverse angle irons on the floors extend in one length across the middle line from <u>Bilge Keelson</u> to <u>Bilge Keelson</u>															
„ „ „ on the frames „ „ „ from <u>Plank alternate</u> to <u>Plank alternate</u>															
Keelson, how are the various lengths of plates or angle irons connected? <u>Butt straps</u>															
Plates, Garboard, double or rivetted to keel, double or at upper edge, with rivets ( $\frac{3}{8}$ ins.) diameter, averaging (3 ins.) apart.															
„ Edges from Garboards to upper part of bilge, worked clencher, double or single rivetted; with rivets ( $\frac{3}{8}$ in.) diameter, averaging (3 ins.) apart.															
„ Butts from Keel to turn of bilge, worked carvel with butt straps ( $\frac{11}{16}$ ) thick, double or single rivetted; with rivets ( $\frac{3}{8}$ in.) diameter, averaging (3 ins.) apart.															
Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>															
„ Edges from bilge to sheerstrake, worked carvel with a lining piece (—) thick, or clencher, double or single rivetted; with rivets ( $\frac{3}{4}$ in.) diameter, averaging (2½ in.) apart.															
Do the butt straps lap over and rivet through the lands of the strake below? <u>Yes</u>															
„ Edges of Sheerstrake, double or single rivetted? At upper edge <u>single &amp; handwork</u> At lower edge <u>double rivetted</u>															
„ Butts from bilge to planksheers, worked carvel with butt straps ( $\frac{11}{16}$ ) thick, double or single rivetted; with rivets ( $\frac{1}{2}$ in.) diameter, averaging (2½ ins.) apart. Breadth of laps in double rivetting (5) Breadth of laps in single rivetting (nil)															
Butt Straps of Keelsons, Stringer and Tie Plates, double or single rivetted? <u>double rivetted</u>															
Planksheer, how secured to the plating of the sides															
Waterway „ „ planksheer and to the Beams															
Deck Beams, how secured to the side? <u>Bracket knees fixed on beams and riveted to frames</u>															
Hold or Lower Deck ditto															
Paddle „ „															
No. of breasthooks <u>4</u> crutches <u>3</u>															
What description of Iron is used for the Frames, Beams, Keelsons, Tie and Stringer Plates, Outside Plating, &c.? <u>Best</u>															
Manufacturer's name or trade mark <u>Heath &amp; Co. Biddulph Valley</u>															

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

Builder's Signature

Surveyor's Signature

Lloyd's Register  
Foundation

IRON444-0205



7158 *Ln*

**Workmanship.** Are the lands or laps of the clenchwork in all cases in breadth at least five and a half times the diameter of the rivets in double rivetted edges and butts, and at least three and a quarter times the diameter of the rivets where single rivetting is admitted? *They are*  
Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *They do*  
Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? *With single pieces*  
Do the holes for rivetting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *They do* and are the rivet holes well and sufficiently countersunk in the outer plate? *They are*  
Are there any rivets which either break into or have been put through the seams or butts of the plating? *Very few*

Her Masts, Bowsprit, Yards, &c., are in *good* condition, and sufficient in size and length. (If they are of Iron or Steel give the 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 rivetting, quality of Materials, and if stamped with Maker's name.)

*1 Bowsprit 21 in diam. 2 plates in section 7/8" thick 4 Angles 3x3x5/8 Butts double, edges single riveted*  
*2 Fore Main Masts 24 " " " 6 3/4 " " 3 " 3x3x5/8 " " " "*  
*3 Lower Yards 17 " " " 4 5/8 " " 3 " 2 1/4 x 2 1/4 x 1/2 " " " "*  
*4 Top Mast 14 " " " 4 5/8 " " 3 " 2 1/4 x 2 1/4 x 1/2 " " " "*  
*5 Iron Gun Pease Hatchinson & Co. Darlington Steel from James Co. 2 good*

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test as per Certificate.	Wght req'd per Rule.	Test req'd per Rule.
	She has	No 4632 SPT COT.						SPT COT.	4270	24.2.16	24.10.24	23 1/2	23 5/10
	Fore Sails,	Chain	300	1 7/8	44 lbs	1 7/8	44	Bowers	4277	24.0.0	23.17.20	23 1/2	23 5/10
	Fore Top Sails,								4276	20.0.0	20.17.0	19.5.25	20 1/10
	Fore Topmast Stay Sails	Stream Cable	75	1 1/8				Stream		10.0.9		10.	
	Main Sails,	Hawser	90	9 1/2		8							
	Main Top Sails,	Towlines	90	11		10		Kedges		5.0.10		5.	
		Warp	90	5 1/2	5 1/2	5				2.3.10		2 1/2	
		All of											

Her Standing and Running Rigging *to Sir Humph* sufficient in size and *good* in quality.  
She has *one* Long Boat and *three others*  
The present state of the Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

Order for Special Survey . DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought *Bytt under*  
No. *200* Surveys held 2nd. On the plating during the progress of rivetting *Special Survey*  
Date *14/1/69* while building 3rd. When the beams were in and fastened, and before the decks were laid *between*  
Order for Ordinary Survey as per 4th. When the ship was complete, and before the plating was finally coated *12th January*  
No. \_\_\_\_\_ Section 18. 5th. After the ship was launched *and 16th June 1869*  
Date \_\_\_\_\_  
State if she has a Spar Deck *None* Half Poop *House and Mast* or Forecastle

**General Remarks,**  
*The butts of the plating are planed and well fitted - the workmanship and materials are good and she is well fitted out*

*The testing certificates S.P.T. Co Tipton, Samuel Bessemer dated 7th May 1869, 8th May 1869 for Anchors -*

In what manner are the surfaces preserved from oxidation? Inside *Cement in bottom*  
Ditto ditto Outside *Paint and copper*

I am of opinion this Vessel should be Classed *A 1*  
The amount of the Fee ..... £ 5 : : : is received by me, *Wm M*  
Special ..... £ 29 : 6 : : *7/64 BLM*  
Certificate (if required) ..... £ *gratis*  
Committee's Minute *Liverpool 18th June 1869*

Character assigned *A 1* *Builder's Special Survey*  
*(S.P.T.) - Com 69*

*Charter 21903*