

# IRON SHIP

No. 7218 *Dec 15/10/77* Date, First Survey Hull Last Survey 18  
 On the Iron Steamer China Yard Number — Master Fialho  
 Tonnage under Deck 1441.15 ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 Ditto of Third, Spar, or Awning Deck. — SPAR, OR AWNING-DECKED VESSEL.  
 Ditto of Poop, or Raised Qr. Dk. — HALF BREADTH (moulded) 17.6 Feet.  
 Ditto of Houses on Deck — DEPTH from upper part of Keel to top of Upper Deck Beams 22.8  
 Ditto of Forecastle — GIRTH of Half Midship Frame (as per Rule) 36.3  
 Gross Tonnage 1773.59 1st NUMBER 76.4  
 Less Crew Space — 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet —  
 Less Engine Room — LENGTH 279.6  
 Register Tonnage 1173.48 2nd NUMBER 21361  
 as cut on Beam — PROPORTIONS—Breadths to Length 7.9  
 Depths to Length—Upper Deck to Keel 12.3  
 Main Deck ditto —  
 Built at Newcastle  
 When built 1869 Launched —  
 By whom built Richardson  
 Owners Wm. Bailey  
 Port belonging to Hull  
 Destined Voyage —  
 If Surveyed while Building, Afloat, or in Dry Dock. —

LENGTH on deck as per Rule 279.7 Breadth Moulded 35 Depth top of Floors to Upper Deck Beams 20.8 Power of Engines 185 N<sup>o</sup>. of Decks with flat laid —  
 Dimensions of Ship per Register, length, 290.3 breadth, 35.2 depth, 20.9  
 KEEL, depth and thickness 9 x 1 1/8 Inches in Ship. 9 1/2 x 2 1/2 Inches per Rule.  
 STEM, moulding and thickness 9 x 3 9 x 2 1/2  
 STERN-POST for Rudder do. do. 9 x 6 9 x 5  
 Distance of Frames from moulding edge to moulding edge, all fore and aft 21 (Class 100A)  
 FRAMES, Angle Iron, for 1/2 length amidships 5 3/4 7/16 5 3/4 8/16  
 REVERSED FRAMES, Angle Iron 3 1/2 8/16 3 1/2 8/16  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 1/4 7/16 24 9/16  
 thickness at the ends of vessel —  
 depth at 1/2 the half-bdth. as per Rule —  
 height extended at the Bilges —  
 BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 9 7/16 8 1/2 8/16  
 Single or double Angle Iron on Upper edge 3 1/4 7/16 3 7/16  
 Average space 42 ins 40  
 BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 9 7/16 8 1/2 8/16  
 Single or double Angle Iron, on Upper Edge 3 1/4 7/16 3 7/16  
 Average space 42 ins 40  
 BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron —  
 Single or double Angle Iron on Upper Edge —  
 Average space —  
 KEELSONS Centre line, single 36 7/16 — 10/16  
 box, or Intercoastal, Plates —  
 " Rider Plate —  
 " Bulb Plate to Intercoastal Keelson 5 1/2 4 1/2 9/16 5 1/2 4 9/16  
 " Angle Irons 5 1/2 4 1/2 9/16 5 1/2 4 9/16  
 " Double Angle Iron Side Keelson 5 1/2 4 1/2 9/16 5 1/2 4 9/16  
 " Side Intercoastal Plate 22 7/16 — 8 1/2 8/16  
 " do. Angle Irons —  
 " Attached to outside plating with angle iron —  
 BILGE Angle Irons 5 1/2 4 1/2 9/16 5 1/2 4 9/16  
 " do. Bulb Iron 9 7/16 8 1/2 8/16  
 " do. Intercoastal plates riveted to plating for length —  
 BILGE STRINGER Angle Irons 5 1/2 4 1/2 9/16 5 1/2 4 9/16  
 Intercoastal plates riveted to plating for length —  
 SIDE STRINGER Angle Irons —  
 Transoms, material. Knight-heads. Hawse Timbers. —  
 Windlass — Pall Bitt —

The FRAMES extend in one length from — to — Riveted through plates with — in. Rivets, about — apart.  
 The REVERSED ANGLE IRONS on floors and frames extend — middle line to — and to — alternately  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? — And butts properly shifted? —  
 PLATING. Garboard, double riveted to Keel, with rivets — in. diameter, averaging — ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets — in. diameter, averaging — ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets — in. diameter averaging — ins. from centre to centre.  
 Butts of — Strakes at Bilge for — length, treble riveted with Butt Straps — thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets — in. diameter, averaging — ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets — in. diameter, averaging — 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 — length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.  
 Butts of Main Stringer Plate, treble riveted for — length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.  
 Breadth of laps of plating in double riveting — Breadth of laps of plating in single riveting —  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? —  
 Waterway, how secured to Beams — (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? — No. of Breasthooks, — Crutches, —  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? —  
 Manufacturer's name or trade mark, —  
 The above is a correct description.  
 Builder's Signature, — Surveyor's Signature, —



Workmanship. Are the butts of plating planed or otherwise fitted?

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies?

Are the fillings between the ribs and plates solid single pieces?

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces?

Do any rivets break into or through the seams or butts of the plating?

Masts, Bowsprit, Yards, &c., are in 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

NUMBER for EQUIPMENT

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain ...						Bowers ...					
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)						(State Machine where Tested, Date, and name of Superintendent.)					
	Fore Topmast Stay Sails	Hmpn Strm Cbl											
	Main Sails,	Hawser ...						Stream ...					
	Main Top Sails,	Towlines						Kedges ...					
and		Warp ...											
		quality											

Standing and Running Rigging sufficient in size and in quality. She has Long Boat and

The Windlass is Capstan and Rudder Pumps

Engine Room Skylights.—How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings.—How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed?

State size Main Hatch

Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 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

General Remarks,

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside

Outside

I am of opinion this Vessel should be Classed

The amount of the Entry Fee ... £ : : is received by me,

Special ... £ : : 187

Certificate ... : :

(Travelling Expenses)

(if any) £

Committee's Minute

187

Character assigned



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