

# IRON SHIPS.

No. 11202 Survey held at Newcastle Date, first Survey May 13<sup>th</sup> Last Survey November 9 1870

on the V.S.S. "Lord Alfred Paget" Master Bond

Tonnage under Tonnage Deck	800.40	ONE, OR TWO DECKED	THREE DECKED VESSELS.	Built at <u>Newcastle</u>
Ditto of Spar Deck, or Awaiting Deck				When built <u>1870</u> Launched <u>Sep 27<sup>th</sup></u>
Ditto of Poop, or Raised Qr. Dk.	<u>56.35</u>	Half moulded breadth	<u>13.11</u>	By whom built <u>Messrs C. M. Palmer &amp; Co.</u>
Ditto of Houses on Deck	<u>P. 02</u>	Depth from upper part of Keel to top of Upper Deck Beams	<u>19.0<sup>3</sup>/<sub>4</sub></u>	Owners <u>Messrs Clance &amp; Co.</u>
Ditto of Forecastle	<u>39.31</u>	Girth of Half Midship Frame	<u>29.5</u>	Port belonging to <u>London</u>
Gross Tonnage	<u>912.00</u>	1st Number	<u>62.39</u>	Destined Voyage <u>London</u>
Free Space, as per Rule	<u>46.61</u>	Length	<u>222</u>	If Surveyed while Building, Afloat, or in Dry Dock <u>While building</u>
Register Tonnage, net on Beam	<u>574.15</u>	2nd Number	<u>13,250</u>	
Register Tonnage, as a Steamer cut on the Beam	<u>292.12</u>	3rd Number	<u>12.7</u>	
		4th Number		
		Length		
		Breadths to Length		

PLANS CASE

Length on deck as per Rule, 222 0 Moulded Breadth, 24 10 Depth from top of Keel to Deck Beam, as per Rule .. 19 0 <sup>3</sup>/<sub>4</sub> Power of Engines, 120 N<sup>o</sup>. of Decks, one N<sup>o</sup>. of Tiers of Beams two

Dimensions of Ship per Register, length, 223.5 breadth, 28.1 depth, 17.35

	Inches in Ship		Inches required per Rule		Inches in Ship	Inches required per Rule	
	In Ship	In Ship	Inches	Inches		Inches	Inches
Keel, $\frac{1}{2}$ bar iron, depth and thickness	<u>7</u>	<u>3</u>	<u>8</u>	<u>2</u>	<u>8</u>	<u>2</u>	<u>8</u>
Do. if centre through plate, depth and thickness							
Stem, $\frac{1}{2}$ bar iron, moulding and thickness	<u>7</u>	<u>3</u>	<u>7</u>	<u>2</u>	<u>7</u>	<u>2</u>	<u>8</u>
Stern-post do. do. do.	<u>9</u>	<u>5</u>	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>21</u>		<u>23</u>		<u>23</u>		
Frames, size of Angle Iron, for $\frac{1}{2}$ length amidships	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>7</u>
Do. for $\frac{1}{4}$ at each end	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>4</u>	<u>3</u>	<u>6</u>
Reversed Frames, size of Angle Iron	<u>3</u>	<u>2</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>3</u>	<u>7</u>
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	<u>19</u>	<u>9</u>	<u>18</u>	<u>8</u>	<u>18</u>	<u>8</u>	
Do. at the ends							<u>7</u>
Do. do. do. at Bilge Keelson	see section						
Do. height extended at the Bilges	see section						
Beams, Three Decked, Spar, or Awaiting Decked (No. <u>4</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>
Single or double Angle Iron on Upper edge	<u>3</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>5</u>
Average space	on alternate frames						
Beams, Upper or Middle Deck (No. <u>31</u> ) single or double Angle Iron, Plate or Tee Bulb Iron	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>	<u>4</u>	<u>7</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>3</u>	<u>2</u>	<u>5</u>
Average space	on 2nd & 4th frames						
Keelson Centre line, single or double plate, and Intercoastal, size of Plates	<u>27</u>	<u>9</u>	<u>24</u>	<u>8</u>	<u>24</u>	<u>8</u>	
Do. Ball Plate to Intercoastal Keelson	<u>14</u>	<u>7</u>	<u>14</u>	<u>7</u>	<u>14</u>	<u>7</u>	
Do. Size of Angle Irons	<u>5</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>7</u>
Do. Side Intercoastal Keelson, size of Plates	see section						
Do. Angle Irons on tops of Floors	see section						
Do. Bilge Keelson, Ball Iron	see section						
Do. do. Angle Irons	see section						
Do. Side Stringers (No. <u>2</u> ) size of Angle Irons	<u>5</u>	<u>4</u>	<u>5</u>	<u>3</u>	<u>5</u>	<u>3</u>	<u>7</u>

Transoms, material Iron or, if none, in what manner compensated for.

Knight-heads Iron Hawse Timbers Iron

Windlass Spican oak Pall Bitt Iron

The Frames extend in one length from Keel to gunwale Riveted through plates with ( $\frac{3}{4}$  in.) Rivets, about 6 apart.

The Reverse Angle Irons on the floors extend across the middle line to above lower deck stringer angle iron

On all the Frames and to the gunwale on alternate frames.

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double  Riveted to Keel, double  at upper edge, with Rivets ( $\frac{1}{2}$  in.) diameter, averaging ( $5 \times \frac{3}{2}$  ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double  Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $3 \frac{1}{2}$  ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps ( $\frac{9 \times 10}{16}$ ) thick, double, double  Riveted; with Rivets ( $\frac{7}{8}$  in.) diameter averaging ( $3 \frac{1}{2} \times \frac{3}{4}$  ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No

Do. Edges of Sheerstrake, double or single Riveted. At upper edge Single At lower edge double

Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( $\frac{8 \times 12}{16}$ ) thick, double  Riveted; with Rivets ( $\frac{3}{4}$  in.) diameter, averaging ( $3 \frac{1}{2}$  ins.) from centre to centre. Breadth of laps in double Riveting (5) Breadth of laps in single Riveting (3)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? some treble in Keelson angles; rest double

Planksheer, how secured to the plating of the sides, { Explain by Sketch, } Iron gutter.

Waterway " " planksheer and to the Beams, { if necessary. }

Beams of the various Decks, how secured to the sides? Welded lines riveted to beams No. of Breasthooks, 4 Crutches, 4

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

Manufacturer's name or trade mark, Palmer & Co.

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

Builder's Signature, John M. ... Surveyor's Signature, H. P. ...

IRON 117-0254

Lloyd's Register  
Foundation

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  
 Do the fillings between the ribs and plates fill in solid with single pieces? or are they in short lengths of various thicknesses? Solid single pieces  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Fairly so and are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes  
 Are there any rivets which either break into or have been put through the seams or butts of the plating? a 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 riveting, quality of Materials, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

84489100

Number for equipment	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.
SAILS.											
CABLES, &c.	240	1 7/16	37.4.0.0	1 9/16	34.0.0.0						
Fore Sails,	90	7/8		1 1/8			3	19.2.16	19.13.0.14	16.3.0	10.0.0.0
Fore Top Sails,								19.2.3	19.10.3.2	16.3.0	10.0.0.0
Fore Topmast Stay Sails	90	9		9				15.3.0	17.3.0.14	14.0.2	15.1.0.0
Main Sails,	90	6		5 1/2							
Main Top Sails,	90	5 x 3 x 4									
Warp											
All of <u>good</u> quality.											

Her Standing and Running Rigging heaps sufficient in size and good in quality. She has 1 life Boat and 2 others  
 The present state of the Windlass is good Capstan good and Rudder good. Pumps good and sufficient  
 Engine Room Skylights.—How constructed? Solid Teak & bulleyes How secured in ordinary weather? bolted down  
 What arrangements are there for deadlights in such for bad weather? capacities &c  
 Coal Bunker Openings.—How constructed? cast iron coverings How are lids secured? nut & screw bolts How high above deck? 6"  
 Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? five ports and three mooring-pipes on each side  
 Cargo Hatchways.—How formed? iron coverings (3 ft deep) riveted to bolsters State size Fore 17 x 9. Mizzen 17 x 9.  
 If of extraordinary size, state how framed and secured? ordinary frame  
 What arrangement for shifting beams? Round iron bar (2 1/2) with two nut and seven bolts at each end  
 Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 10' 0" x 9' 0"

Order for Special Survey No. 700 DATES of  
 Date 1 June 1870 Surveys held  
 Order for Ordinary Survey No. — while building  
 Date — as per  
 No. 259 in builder's yard. 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 progress 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, This vessel, and the sister vessel No 260 now completing, were designed to be classed on the B grade; but at the request of the Owner I have reported upon her with a view to her being classed on the numeral system. On comparing the scantlings of this vessel with the requirements of the Rules for the 100 A grade the deficiencies appear to be slight: they are as follow—The maine frames, and deck are slightly below the requirements, the butt straps of upper deck stringer plate, and of three strakes at bilges for 1/2 length should be to thicker and triple riveted, the lower deck stringer plate is not attached to the skin plating, and two strakes of side plating are to thin. On the other hand the excesses are very considerable, and consist in the keel, stem, step post, frames, and spacing of frames, floor plates, middle line keelson angles, beam angles, upper and lower deck stringers and angles, and rudder. In addition to all this she has an extra double angle iron stringer in hold, and is fitted with a water ballast tank extending for a length of 120 feet amidships, top plating 5/16, and the main sheerstrakes are triple riveted from poop to forecabin. Weighing all the considerations in this case, it appears to me to be due to be recommended to the favorable consideration of the Committee.

In what manner are the surfaces preserved from oxidation? Inside oil and cement paint Outside paint and composition

I am of opinion this Vessel should be Classed as determined upon by the Committee.

The amount of the Entry Fee .....£ 5 : .. is received by me,  
 Travelling Expenses (if any) .....£ .. : ..  
 Special .....£ 40 : 0 : ..  
 Certificate ..... : .. : ..

Committee's Minute 18th November 1870

Character assigned 100 A 1

*(Handwritten signature: A. Reed)*  
 Lloyd's Register  
 Foundation