

# IRON SHIPS.

No. 2993 Survey held at Middlesboro Date, First Survey 13<sup>th</sup> March Last Survey 19<sup>th</sup> Sept 1891  
 On the Steam Steamer "Oceano" Master Lans

Tonnage under Tonnage Deck <u>199.71</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Middlesboro</u>
Half Moulded Breadth <u>11.50</u>	Half Moulded breadth <u>11.50</u>	Total Depth if three or more Decks <u>18.58</u>	When built <u>1891</u> Launched <u>2<sup>nd</sup> August 1891</u>
Depth from upper part of Keel to top of Upper Deck Beams <u>18.58</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>18.58</u>	Total Girth of Half Midship Frame <u>29.00</u>	By whom built <u>Blackhouse &amp; Dixon</u>
Girth of Half Midship Frame (as per Rule) <u>29.00</u>	Girth of Half Midship Frame (as per Rule) <u>29.00</u>	3rd Number <u>.....</u>	Owners <u>Charles Rudd Batham</u>
1st Number <u>62.08</u>	1st Number <u>62.08</u>	Length <u>.....</u>	Port belonging to <u>London</u>
2nd Number <u>129.12</u>	2nd Number <u>129.12</u>	4th Number <u>.....</u>	Destined Voyage <u>Mediterranean</u>
Length <u>208</u>	Length <u>208</u>	Breadths to Length <u>Over 12 depths</u>	If Surveyed while Building, Afloat, or in Dry Dock.
3rd Number <u>.....</u>	3rd Number <u>.....</u>		
4th Number <u>.....</u>	4th Number <u>.....</u>		
5th Number <u>.....</u>	5th Number <u>.....</u>		
6th Number <u>.....</u>	6th Number <u>.....</u>		
7th Number <u>.....</u>	7th Number <u>.....</u>		
8th Number <u>.....</u>	8th Number <u>.....</u>		
9th Number <u>.....</u>	9th Number <u>.....</u>		
10th Number <u>.....</u>	10th Number <u>.....</u>		
11th Number <u>.....</u>	11th Number <u>.....</u>		
12th Number <u>.....</u>	12th Number <u>.....</u>		
13th Number <u>.....</u>	13th Number <u>.....</u>		
14th Number <u>.....</u>	14th Number <u>.....</u>		
15th Number <u>.....</u>	15th Number <u>.....</u>		
16th Number <u>.....</u>	16th Number <u>.....</u>		
17th Number <u>.....</u>	17th Number <u>.....</u>		
18th Number <u>.....</u>	18th Number <u>.....</u>		
19th Number <u>.....</u>	19th Number <u>.....</u>		
20th Number <u>.....</u>	20th Number <u>.....</u>		
21st Number <u>.....</u>	21st Number <u>.....</u>		
22nd Number <u>.....</u>	22nd Number <u>.....</u>		
23rd Number <u>.....</u>	23rd Number <u>.....</u>		
24th Number <u>.....</u>	24th Number <u>.....</u>		
25th Number <u>.....</u>	25th Number <u>.....</u>		
26th Number <u>.....</u>	26th Number <u>.....</u>		
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30th Number <u>.....</u>	30th Number <u>.....</u>		
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32nd Number <u>.....</u>	32nd Number <u>.....</u>		
33rd Number <u>.....</u>	33rd Number <u>.....</u>		
34th Number <u>.....</u>	34th Number <u>.....</u>		
35th Number <u>.....</u>	35th Number <u>.....</u>		
36th Number <u>.....</u>	36th Number <u>.....</u>		
37th Number <u>.....</u>	37th Number <u>.....</u>		
38th Number <u>.....</u>	38th Number <u>.....</u>		
39th Number <u>.....</u>	39th Number <u>.....</u>		
40th Number <u>.....</u>	40th Number <u>.....</u>		
41st Number <u>.....</u>	41st Number <u>.....</u>		
42nd Number <u>.....</u>	42nd Number <u>.....</u>		
43rd Number <u>.....</u>	43rd Number <u>.....</u>		
44th Number <u>.....</u>	44th Number <u>.....</u>		
45th Number <u>.....</u>	45th Number <u>.....</u>		
46th Number <u>.....</u>	46th Number <u>.....</u>		
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98th Number <u>.....</u>	98th Number <u>.....</u>		
99th Number <u>.....</u>	99th Number <u>.....</u>		
100th Number <u>.....</u>	100th Number <u>.....</u>		

Length on deck as per Rule, 208 Moulded Breadth, 29 Depths from top of Floors to Upper and Main Deck Beams, as per Rule, 11 Power of Engines, 100 No. of Decks with flat laid One No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 210 breadth, 29 depth, 16.45

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness	8 x 2 3/8	8 x 2 3/8	Flat Keel Plates, breadth and thickness	33	10/16
Do. if centre through plate, depth and thickness	8 x 2 3/8	8 x 2 3/8	Plates in Garboard Strakes, breadth and thickness	33	10/16
Stem, if bar iron, moulding and thickness	8 x 2 3/8	8 x 2 3/8	Do. from Garboard to upper part of Bilges	33	10/16
Stern-post for Rudder do.	10 x 1 1/2	10 x 1 1/2	Do. of doubling at Bilge, or increased thickness, and length applied	33	10/16
Stern-post for Propeller	10 x 1 1/2	10 x 1 1/2	Do. from up. part of Bilge to l. edge of Sh'rstrake	33	10/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	Do. Main Sheerstrake, breadth and thickness	33	10/16
Frames, size of Angle Iron, for 1/2 length amidships	4 x 3	4 x 3	Do. of doubling at Sh'rstrake, & length applied	33	10/16
Do. for 1/2 at each end	4 x 3	4 x 3	Do. from Mn. to Up. or Spar Dk. Sh'rstrake	33	10/16
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness	33	10/16
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	19	19	Butt Straps to outside plating, breadth & thickness	10 1/2 x 3/8	10 1/2 x 3/8
Do. at the ends	19	19	Lengths of Plating	110	110
Do. do. do. at Bilge Keelson	9 1/2	9 1/2	Shifts of Plating, and Stringers	11	11
Do. height extended at the Bilges	38	38	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	11	11
Beams, Upper, Spar, or Awning Deck (No. 59)	7	7	Angle Iron on ditto	11 x 3 1/2 x 1/2	11 x 3 1/2 x 1/2
single or double Angle Iron, Plate or Tee Bulb Iron	7	7	Tie Plates (fore and aft), outside Hatchways	11	11
Single or double Angle Iron on Upper edge	3 1/2 x 3	3 1/2 x 3	Diagonal Tie Plates on Beams (No. of Pairs)	11	11
Average space	11	11	Planksheer material and scantling	11	11
Beams, Main or Middle Deck (No. ) single, or double Angle Iron, Plate or Tee Bulb Iron	7	7	Waterways do. do.	11	11
Single, or double Angle Iron, on Upper Edge	3 1/2 x 3	3 1/2 x 3	Flat of Upper Deck do. do.	11	11
Average space	11	11	How fastened to Beams	11	11
Beams, Lower Deck, Held or Orlop (No. 33)	7	7	Stringer Plate on ends of Main or Middle Deck	11	11
single or double Angle Iron, Plate or Tee Bulb Iron	7	7	Beams, breadth and thickness	11	11
Single or double Angle Iron on Upper Edge	3 1/2 x 3	3 1/2 x 3	(Is the Stringer Plate attached to the outside plating?)	11	11
Average space	11	11	Angle Irons on ditto (No. )	11	11
Keelson Centre line, single or double plate, box, or intercostal, size of Plates	26	26	Tie Plates, outside Hatchways	11	11
Do. Bulb Plate to Intercostal Keelson	8	8	Diagonal Tie Plates on Beams (No. of pairs)	11	11
Do. Size of Angle Irons	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Waterways materials and scantlings	11	11
Do. Side Intercostal Keelson, size of Plates	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Flat of Middle Deck do. do.	11	11
Do. Angle Irons on tops of Floors	11 1/2 x 3 1/2	11 1/2 x 3 1/2	How fastened to Beams	11	11
Do. Bilge Keelson, Bulb Iron	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Stringer Plates on ends of Lower Deck, Held or Orlop Beams	11	11
Do. do. Intercostal plates riveted to plating for length	11 1/2 x 3 1/2	11 1/2 x 3 1/2	(Is the Stringer Plate attached to the outside plating?)	11	11
Do. do. Angle Irons	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Angle Irons on ditto (No. )	11	11
Side Stringers (No. ) size of Angle Irons	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Stringer or Tie Plates, outside Hatchways	11	11
Do. Intercostal plates riveted to plating for length	11 1/2 x 3 1/2	11 1/2 x 3 1/2	Flat of Lower Deck	11	11
Transoms, material <u>Plating</u> or, if none, in what manner compensated for.			Ceiling betwixt Decks, thickness and material	11	11
Knight-heads <u>and</u> Hawse Timbers <u>Angled &amp; plating</u>			Do. in hold do. do.	11	11
Windlass <u>Patent</u> Pall Bitt			Main piece of Rudder, diameter at head	5	5
The Frames extend in one length from <u>Keel</u> to <u>Gunnwale</u>			Do. do. at heel	3	3
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line to <u>Hold Beams</u> and to <u>Gunnwale</u> alternately			(Can the Rudder be unshipped afloat?)	11	11
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>Yes</u> And are their butts properly shifted? <u>Yes</u>			Bulkheads No. <u>1</u> Thickness of <u>10/16</u>		
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets ( <u>1/8</u> in.) diameter, averaging ( <u>5 3/8</u> ins.) from centre to centre.			Do. Height up <u>11</u> to <u>11</u> plating over		
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( <u>3/8</u> in.) diameter, averaging ( <u>3 3/8</u> ins.) from centre to centre.			Do. How secured to the sides of the ship <u>double frames</u>		
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( <u>9/16</u> thick, double or single Riveted; with Rivets ( <u>3/8</u> in.) diameter averaging ( <u>3 3/8</u> ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>No</u>			Do. Size of Vertical Angle Irons, <u>2 x 3 x 1/2</u> and their distance apart, <u>30</u>		
Do. of <u>Two</u> Strakes at Bilge for <u>one</u> half length, treble riveted with Butt Straps <u>1/2</u> thicker than their plates.			Do. Are the outside Plates doubled two spaces of Frames in length? <u>Yes</u>		
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece ( ) thick, or clencher, double or single riveted; with rivets ( <u>3/8</u> in.) diameter, averaging ( <u>3 3/8</u> ins.) from centre to centre.					
Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single at butts</u> At lower edge <u>double</u>					
Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( <u>8/16</u> thick, double or single Riveted; with Rivets ( <u>3/8</u> in.) diameter, averaging ( <u>3 3/8</u> ins.) from centre to centre.					
Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for <u>one</u> half length amidships. Breadth of laps of plating in double Riveting ( <u>1 1/2</u> ) Breadth of laps of plating in single Riveting ( <u>2 3/4</u> )					
Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>double &amp; treble</u>					
Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) <u>Gutter</u>					
Frames of the various Decks, how secured to the sides? <u>Beam ends turned &amp; welded</u> No. of Breasthooks, <u>four</u> Crutches, <u>three</u>					
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>Good</u>					
Manufacturer's name or trade mark, <u>Hopkins &amp; Co. Blackhouse &amp; Co. Richardson &amp; Co. &amp; Bay Head &amp; Co.</u>					
I certify that the above is a correct description of the several particulars therein given.					
Builder's Signature, <u>Blackhouse &amp; Co.</u> Surveyor's Signature, <u>James Smith</u>					



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 pieces

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

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 Fore Mast 66 feet x 19 diam Main Mast 61 feet x 19 diam P. Pine

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.	W'ght req'd per Rule.	Test req'd per Rule.
Nº.	SAILS.	CABLES, &c.										
	Fore Sails,	Chain .....	200	1 3/8	3H	1 3/8	Bowers ....	3	11-0-21	18-11-3-1/2	16 3/4	18
	Fore Top Sails,	(State Machine where Tested, and name of Superintendent)	150	3/4	Public Chain & Anchor Testing Co.	3/4			16-3-1	18-2-3-1/2	16 3/4	18
	Fore Topmast Stay Sails	Hempen Stream Cable	90	9	July 29 <sup>th</sup> & 29 <sup>th</sup> 1891				11-1-11	15-19-0-1/2	14-0-21	15 1/2
	Main Sails,	Hawser .....	90	5	W. R. Reade, Sup <sup>ts</sup>		Stream ....	1	11-1-10	29 July 171. S. Tregenna		
	Main Top Sails,	Towlines ....	40	5								
		Warp .....	40	4			Kedges ....	2	11-3-6		3 1/2	
		All of good quality.							11-3-3		1 3/4	

Her Standing and Running Rigging Long 24 fms sufficient in size and good in quality. She has two Long Boats and two others

The present state of the Windlass is patent good Capstan winches and Rudder good Pumps (two of Metal) good

Engine Room Skylights.—How constructed? iron casing connected to iron deck How secured in ordinary weather? brass gratings

What arrangements are there for deadlights in such for bad weather? none

Coal Bunker Openings.—How constructed? angles under bridge How are lids secured? bars How high above deck? 2 1/2

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? scuppers & sea scupper ports

Cargo Hatchways.—How formed? iron beamings 1/2 2 1/2 above deck State size 18 feet 6" x 9 feet

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? beams plate 3/8 angles on top 2 1/2 x 2 1/2 x 1/2 and shifting beams 1 1/2 x 1/2 angles 2 1/2 x 2 1/2 x 1/2

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 20 feet x 9 feet

Order for Special Survey No. <u>245</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought
Date <u>25<sup>th</sup> March 91</u>	Surveys held	2nd.	On the plating during the progress of riveting
Order for Ordinary Survey No. _____	while building	3rd.	When the beams were in and fastened, and before the decks were laid
Date _____	as per	4th.	When the ship was complete, and before the plating was finally coated or cemented
No. _____ in builder's yard.	Section 18.	5th.	After the ship was launched and equipped

#### General Remarks.

Has a Topgallant Forecastle:—Scamers to topheight Beams 5 x 3 1/2 x 3/8 angles and 3 x 3 x 1/8 Stringer on d<sup>l</sup> 2 1/2 x 1/2 3/8 plate on d<sup>l</sup> 1 1/2 Plating 5/8 full, rivets 5/8, spaced 2 1/2. Deck 3 is P. fastened with 3/8 b. S. R. B.

Raised Quarter Deck:—Scamers to topheight Beams Bull 11 x 1 1/2 angles on d<sup>l</sup> double 2 1/2 x 2 1/2 x 1/2 and 3 x 3 x 1/8 Stringer on d<sup>l</sup> 1 1/2 2 1/2 x 1/2 x 1/2 the plate 1 1/2 x 1/2 Plating 1/2 rivets 5/8, spaced 2 1/2. Deck 3 is P. fastened with 3/8 b. S. R. B.

Water Ballast Tanks fitted in fore and after holds. Scamers plate 1/2, ginder d<sup>l</sup> 3/8 angles 2 1/2 x 2 1/2 x 1/2 knees 1/2 top of tank 3/8

Iron Deck under Bridge House 1/2 in thickness

*Bucknall Dixon*

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

In what manner are the surfaces preserved from oxidation? Inside with cement & paint Outside Paint

I am of opinion this Vessel should be Classed 100 A 1

The amount of the Entry Fee .....£ 5 : : : is received by me,

Special .....£ 12 : 5 :

Certificate .... : : :

(Travelling Expenses)  
(if any) £

Committee's Minute 22<sup>nd</sup> Sept 91 1891

Character assigned 100 A 1

Lloyd's Register  
Foundation