

IRON SHIPS.

No. 2993 Survey held at Middlesboro Date, First Survey 13th March Last Survey 19th Sept 1891

On the Steam Steamer "Oceano" Master Laws

Tonnage under Tonnage Deck } <u>194.41</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.	Built at <u>Middlesboro</u>
Height of Third Spar, wing Deck } <u>68.64</u>	Half moulded breadth <u>14.50</u>	Half Moulded Breadth	When built <u>1891</u> Launched <u>2nd August 1891</u>
Height of Qr. Dk. } <u>63.31</u>	Depth from upper part of Keel to top of Upper Deck Beams <u>18.58</u>	Total Depth if three or more Decks	By whom built <u>Blackhouse & Dixon</u>
Height of Forecastle } <u>23.59</u>	Girth of Half Midship Frame (as per Rule) <u>29.00</u>	Total Girth of Half Midship Frame	Owners <u>Charles Rudd Batham</u>
Height of Main Deck } <u>87.5.28</u>	1st Number <u>62.08</u>	3rd Number	Port belonging to <u>London</u>
Height of Lower Deck } <u>29.52</u>	Length <u>208</u>	Length	Destined Voyage <u>Mediterranean</u>
Height of Upper Deck } <u>280.09</u>	2nd Number <u>129.12</u>	4th Number	If Surveyed while Building, Afloat, or in Dry Dock.
Height of Main Mast } <u>565.64</u>	Depths to Length. <u>Over 12 depths</u>	Breadths to Length. <u>Over 12 breadths</u>	

Length on deck as per Rule, <u>208.00</u>	Feet. Inches. Moulded Breadth, <u>29.00</u>	Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule <u>14.00</u>	Feet. Inches. Power of Engines, <u>100</u>	Horse. <u>100</u>	N ^o . of Decks with flat laid <u>One</u>	N ^o . of Tiers of Beams <u>Two</u>
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Dimensions of Ship per Register, length, 210 breadth, 29.00 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		
Do. if centre through plate, depth and thickness			Plates in Garboard Strakes, breadth and thickness	3/8	10/16
Stem, if bar iron, moulding and thickness	8 x 2 1/2	7 x 2 3/8	Do. from Garboard to upper part of Bilges		9/16
Stern-post for Rudder do. do.	10 x 1 1/2	7 x 1 1/2	Do. of doubling at Bilge, or increased thickness, and length applied		8/16
Stern-post for Propeller	10 x 3 3/4	7 x 1 1/2	Do. from up. part of Bilge to lr. edge of Sh'rstrake		8/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	(Class 100)	Do. Main Sheerstrake, breadth and thickness		11/16
Frames, size of Angle Iron, for 1/2 length amidships	4 x 3 1/16	4 x 3 1/16	Do. of doubling at Sh'rstrake, & length applied		11/16
Do. for 1/2 at each end	4 x 3	4 x 3	Do. from Mn. to Upr. or Spar Dk. Sh'rstrake		11/16
Reversed Frames, size of Angle Iron	3 x 3 1/16	3 x 3	Do. Up. or Spar Dk Sh'rstrake, brth & thickness	4 1/2 x 1 1/16	30
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	19 x 8/16	19 x 8/16	Butt Straps to outside plating, breadth & thickness	10 1/2 x 15.9	10.9
Do. at the ends	19 x 1/16	19 x 1/16	Lengths of Plating	110	110
Do. do. do. at Bilge Keelson	9 1/2 x 8/16	9 1/2 x 8/16	Shifts of Plating, and Stringers	4 1/2	4 1/2
Do. height extended at the Bilges	38	38	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	4 1/2 x 8/16	4 1/2 x 8/16
Beams, Upper, Spar, or Awning Deck (No. 59) single or double Angle Iron, Plate or Tee Bulb Iron	7 x 1/16	7 x 1/16	Angle Iron on ditto	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16
Single or double Angle Iron on Upper edge	3 1/2 x 3 1/16	3 x 3 1/16	Tie Plates (fore and aft), outside Hatchways	1 1/2 x 8/16	1 1/2 x 8/16
Average space	4 1/2	4 1/2	Diagonal Tie Plates on Beams (No. of Pairs,)		
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	7 x 1/16	7 x 1/16	Planksheer material and scantling		
Single, or double Angle Iron, on Upper Edge	3 1/2 x 3 1/16	3 x 3 1/16	Waterways do. do.		
Average space	4 1/2	4 1/2	Flat of Upper Deck do. do.	3 1/2 x 4.5	3 1/2 x 4.5
Keelson Centre line, single or double plate, box, or Intercostal, size of Plates	26 x 8/16	13 x 10/16	How fastened to Beams	4.5 x 3.5	9/16
Do. Bulb Plate to Intercostal Keelson	8 x 1/16	8 x 1/16	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
Do. Size of Angle Irons	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	(Is the Stringer Plate attached to the outside plating?)		
Do. Side Intercostal Keelson, size of Plates	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	Angle Irons on ditto (No.)		
Do. Angle Irons on tops of Floors	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	Tie Plates, outside Hatchways		
Do. Bilge Keelson, Bulb Iron	7 x 1/16	7 x 1/16	Diagonal Tie Plates on Beams (No. of pairs,)		
Do. do. Intercostal plates riveted to plating for length	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	Waterways materials and scantlings		
Do. do. Angle Irons	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	Flat of Middle Deck do. do.		
Side Stringers (No.) size of Angle Irons	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	How fastened to Beams		7/16
Do. Intercostal plates riveted to plating for length	4 1/2 x 3 1/2 x 1/16	4 1/2 x 3 1/2 x 1/16	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	2 1/2 x 8/16	2 1/2 x 8/16

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

Knight-heads and Hawse Timbers Angled & plating

Windlass Patent Pall Bitt

The Frames extend in one length from Keel to gunwale Riveted through plates with (3/4 in.) Rivets, about 5 1/2 apart.

The Reverse Angle Irons on the floors and frames extend across the middle line to Hold Beams and to gunwale alternately

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

Plates, Garboard, double or Riveted to both Keel, double or at upper edge, with Rivets (1/2 in.) diameter, averaging (5 3/8 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.

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

Do. of two Strakes at Bilge for one bay length, treble riveted with Butt Straps 1/10 thicker than their plates.

Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece () thick, or clencher, double or single riveted; with rivets (3/4 in.) diameter, averaging (3 3/8 ins.) from centre to centre.

Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single at bulb At lower edge double

Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (8/16 thick, double or single Riveted; with Rivets (3/4 in.) diameter, averaging (3 1/2 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 one bay length amidships. Breadth of laps of plating in double Riveting (1 1/4) Breadth of laps of plating in single Riveting (2 3/4)

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? double & treble

Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.) Gutter

Frames of the various Decks, how secured to the sides? Beam ends turned & welded No. of Breasthooks, Gear Crutches, Shoes

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

Manufacturer's name or trade mark, Hopkins & Co. Blacklow & Co. Richardson & Co. Bay Head & Co.

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

Builder's Signature, Blackhouse & Dixon Surveyor's Signature, W. H. ...



9382 Iron

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

No.	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.
	SAILS.											
	CABLES, &c.											
	Chain	200	1 3/8	3H	1 3/8	3 1/2	Bowers	3	11-0-21	18-11-3-4	16 3/4	18
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails	90	9				Stream	1	11-1-11	15-19-0-11	11-0-21	15 1/10
	Main Sails,	90	9									
	Main Top Sails,	40	5									
	Warp	40	4									
	All of good quality.											

Her Standing and Running Rigging Home 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 bricks and Rudder good Pumps two of Metal good

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

What arrangements are there for deadlights in such for bad weather? angles under bridge

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

Cargo Hatchways.—How formed? iron beams State size 18 feet 5" x 9 feet

If of extraordinary size, state how framed and secured?

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

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

Order for Special Survey No.	DATE	of	1st.
245	25 th March 41	March 41	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. Has a Topgallant Forecastle. — Beams to topheight Beams 5 x 3 1/2 x 3/8 angles and 3 x 3 x 1/8 Stringer on d. 2 1/2 x 1/8 3/8 plate on d. 1 1/2 Plating 3/8 rivets 5/8 spaced 2 1/8. Deck 3 s. p. fastened with 3/8 h. s. n. B.

Raised Quarter Deck. — Beams to topheight Beams Ball 7 x 1/8 angles on d. double 2 1/2 x 2 1/2 x 1/8 and 3 x 3 1/2 x 1/8 Stringer on d. 1 1/2 2 1/2 x 1/8 x 1/8 the plate 1 1/2 x 1/8 Plating 1/8 rivets 5/8 spaced 2 1/8. Deck 3 s. p. fastened with 3/8 h. s. n. B.

Water Ballast Tanks fitted in fore and after holds. Beams plates 1/8 ginder d. 3/8 angles 2 1/2 x 2 1/2 x 3/8 knees 1/8 top of tank 3/8

Iron Deck under Bridge House 3/8 in thickness

Buckmaster Dixon

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, fore-castle 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 £ 2 : 5 :
Certificate : : :

(Travelling Expenses) (if any) £

Committee's Minute 22nd Sept 41 1841

Character assigned 100 A 1

W. M. M. M. M.
I concur in the opinion that this vessel should be classed 100 A 1.
2079
Lloyd's Register Foundation

March 1841
see
minutes when dated