

# IRON SHIPS.

Survey held at Newcastle Date, First Survey 11<sup>th</sup> May Last Survey 27<sup>th</sup> Nov. 1871

Name of Ship "Bildovala" Master J. J. Scott

ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	THREE DECKED VESSELS.
Half moulded breadth . . . . . 15.5	Half Moulded Breadth . . . . .
Depth from upper part of Keel to top of Upper Deck Beams . . . . . 18.6	Total Depth of three or more Decks . . . . .
Girth of Half Midship Frame (as per Rule) . . . . . 30.8	Total Girth of Half Midship Frame . . . . .
1st Number . . . . . 84.6	3rd Number . . . . .
Length . . . . . 215	Length . . . . .
2nd Number . . . . . 138.9	4th Number . . . . .
Depths to Length . . . . . 12.6	Breadths to Length . . . . . 6.9

Built at Newcastle  
 When built 1871 Launched Nov 9/71  
 By whom built Palmer Shipbuilding  
 Owners Henry J. Perkins  
 Port belonging to London  
 Destined Voyage Barcelona  
 If Surveyed while Building, Afloat, or in Dry Dock. Whilst building

Feet. Inches. Depths from top of Floors to Upper and Main Deck Beams, as per Rule . . . . . 17.0  
 Power of Engines, 99 Horse. N<sup>o</sup>. of Decks with flat laid one  
 N<sup>o</sup>. of Towers one

	Inches in Ship.	16ths. In Ship.	Inches required per Rule.	16ths. required per Rule.	
Flat Keel Plates, breadth and thickness . . . . .	8 x 2 3/8		8 x 2 3/8		Plates in Garboard Strakes, breadth and thickness . . . . . 30 11 30 12
Do. from Garboard to upper part of Bilges . . . . .	7 1/2 x 2 3/8		7 1/2 x 2 3/8		Do. of doubling at Bilge, or increased thickness, and length applied . . . . .
Do. of doubling at Bilge, or increased thickness, and length applied . . . . .	9 x 4 3/8		7 1/4 x 4 3/8		Do. from up. part of Bilge to Ir. edge of Sh'rstrake . . . . .
Do. from up. part of Bilge to Ir. edge of Sh'rstrake . . . . .	8 x 4 3/8		7 1/4 x 4 3/8		Do. Main Sheerstrake, breadth and thickness . . . . . 30 12 30 12
Do. Main Sheerstrake, breadth and thickness . . . . .	23		23		Do. of doubling at Sh'rstrake, & length applied . . . . .
Do. of doubling at Sh'rstrake, & length applied . . . . .					Do. from Mn. to Up. or Spar Dk. Sh'rstrake . . . . .
Do. from Mn. to Up. or Spar Dk. Sh'rstrake . . . . .					Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness . . . . .
Do. Up. or Spar Dk. Sh'rstrake, breadth & thickness . . . . .	4 3 7		4 3 7		Butt Straps to outside plating, breadth & thickness . . . . . 9 13 9 13
Butt Straps to outside plating, breadth & thickness . . . . .	4 3 6		4 3 6		Lengths of Plating . . . . . 9.7 9.7
Lengths of Plating . . . . .	3 3 7		3 3 7		Shifts of Plating, and Stringers . . . . .
Shifts of Plating, and Stringers . . . . .	20 8		19 8		Gunwale Plate on ends of Awwing, Spar, & . . . . .
Gunwale Plate on ends of Awwing, Spar, & . . . . .	7		7		Upper Deck Beams, breadth and thickness . . . . .
Upper Deck Beams, breadth and thickness . . . . .					Angle Iron on ditto . . . . . 5 x 3 1/2 x 7 5 x 3 1/2 x 7
Angle Iron on ditto . . . . .					Tie Plates (fore and aft), outside Hatchways . . . . . 10 9 10 9
Tie Plates (fore and aft), outside Hatchways . . . . .					Diagonal Tie Plates on Beams (No. of Pairs, 7) . . . . . 10 9 10 9
Diagonal Tie Plates on Beams (No. of Pairs, 7) . . . . .					Planksheer material and scantling . . . . .
Planksheer material and scantling . . . . .					Waterways do. do. . . . .
Waterways do. do. . . . .					Flat of Upper Deck do. do. . . . .
Flat of Upper Deck do. do. . . . .					How fastened to Beams . . . . .
How fastened to Beams . . . . .					Stringer Plate on ends of Main or Middle Deck . . . . .
Stringer Plate on ends of Main or Middle Deck . . . . .					Beams, breadth and thickness . . . . .
Beams, breadth and thickness . . . . .					(Is the Stringer Plate attached to the outside plating?) . . . . .
(Is the Stringer Plate attached to the outside plating?) . . . . .					Angle Irons on ditto (No. . . . .)
Angle Irons on ditto (No. . . . .)					Tie Plates, outside Hatchways . . . . .
Tie Plates, outside Hatchways . . . . .					Diagonal Tie Plates on Beams (No. of pairs, . . . . .)
Diagonal Tie Plates on Beams (No. of pairs, . . . . .)					Waterways materials and scantlings . . . . .
Waterways materials and scantlings . . . . .					Flat of Middle Deck do. do. . . . .
Flat of Middle Deck do. do. . . . .					How fastened to Beams . . . . .
How fastened to Beams . . . . .					Stringer Plates on ends of Lower Deck, Hold or . . . . .
Stringer Plates on ends of Lower Deck, Hold or . . . . .					Orlop Beams . . . . .
Orlop Beams . . . . .					(Is the Stringer Plate attached to the outside plating?) . . . . .
(Is the Stringer Plate attached to the outside plating?) . . . . .					Angle Irons on ditto (No. 2) . . . . . 5 1/2 x 3 1/2 x 8 5 1/2 x 3 1/2 x 8
Angle Irons on ditto (No. 2) . . . . .					Stringer or Tie Plates, outside Hatchways . . . . . 5 x 3 1/2 x 7 5 x 3 1/2 x 7
Stringer or Tie Plates, outside Hatchways . . . . .					Flat of Lower Deck . . . . .
Flat of Lower Deck . . . . .					Ceiling betwixt Decks, thickness and material . . . . . 2 1/2
Ceiling betwixt Decks, thickness and material . . . . .					Do. in hold do. do. . . . . 2 1/2
Do. in hold do. do. . . . .					Do. do. Angle Irons . . . . . 5 3 1/2 7 5 3 1/2 7
Do. do. Angle Irons . . . . .					Side Stringers (No. one) size of Angle Irons . . . . . 5 3 1/2 7 5 3 1/2 7
Side Stringers (No. one) size of Angle Irons . . . . .					Do. Intercostal plates riveted to plating for length . . . . .
Do. Intercostal plates riveted to plating for length . . . . .					

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Transoms, material Iron or, if none, in what manner compensated for.  
 Knight-heads Iron Hawse Timbers Iron  
 Windlass Compulsent Pall Bitt None  
 The Frames extend in one length from Keel to gunwale Riveted through plates with ( 3/4 in.) Rivets, about 7 apart.  
 The Reverse Angle Irons on the floors and frames extend across the middle line to 4<sup>th</sup> 18<sup>th</sup> Stringer 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 single Riveted to Keel, double or single at upper edge, with Rivets ( 5/8 - 7/8 in.) diameter, averaging ( 5 1/2 in.) 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 1/4 in.) from centre to centre.  
 Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes ( 10 1/4 ) thick, double or single Riveted; with Rivets ( 5/8 - 3/4 in.) diameter averaging ( 3 1/2 in.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? No  
 Do. of 3 Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 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 1/2 in.) from centre to centre.  
 Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge single At lower edge double  
 Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps ( 7/16 ) thick, double or single Riveted; with Rivets ( 3/4 in.) diameter, averaging ( 3 1/4 in.) from centre to centre.  
 Do. Butts of Main Sheerstrake, double or treble Riveted. Butts of Upper or Spar Sheerstrake, and Upper Deck Stringer Plate, double or treble Riveted for 1/2 length amidships. Breadth of laps of plating in double Riveting ( 4/4 ) Breadth of laps of plating in single Riveting ( 2 1/2 )  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double strakes riveted  
 Planksheer, how secured to the plating of the sides. Waterway, how secured to the planksheer and to the Beams. (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Sand down No. of Breasthooks, 4 Crutches, 3  
 What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Palmer's  
 Manufacturer's name or trade mark, Palmer's

We certify that the above is a correct description of the several particulars therein given.  
 Builder's Signature, Palmer Shipbuilding & Iron Co. Ltd. Surveyor's Signature, W. H. Hayward

10/16-0336

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

Her Masts, Bowsprit, Yards, &c., are in good condition, and sufficient in size and length. If they are of Iron Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the lower Masts and Bowsprit are 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 Foremast 95ft x 21" diam. Mainmast

Iron plates in circumferenced 7/16" thick, Edges double  
Butts double and table riveted.

Number for equipment		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.
N <sup>o</sup> .	SAILS.	CABLES, &c.							
	Fore Sails,	Chain	270	17/16	37.30.0	1 1/16	34	1	18.1.21
	Fore Topmast Stay Sails	Hempen Stream Cable	90	9				1	18.0.6
	Main Sails,	Hawser	90	15/16				1	15.2.9
	Main Top Sails,	Towlines	90	7				1	8.0.0
	and	Warp	50	8				1	6.1.0
		All of good quality.						1	2.0.15

Her Standing and Running Rigging Wire shunt sufficient in size and good in quality. She has one life Long Boat  
 The present state of the Windlass is good Capstan work and Rudder good Pumps good

**Engine Room Skylights.**—How constructed? Iron coverings How secured in ordinary weather? Lashed on  
 What arrangements are there for deadlights in such for bad weather? Solid lead sashes & bulbs

**Coal Bunker Openings.**—How constructed? Iron pipes How are lids secured? Studs How high above deck?

**Scuppers, &c.**—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coil?  
Scuppers on each side

**Cargo Hatchways.**—How formed? Iron coverings State size 22'6" x 15'8" 18'6" x 15'4"

If of extraordinary size, state how framed and secured? Framed with half beam and two iron shifting beams  
 What arrangement for shifting beams? Two iron shifting beams & two iron pins & plates

**Hatches, themselves, whether strong and efficient?** Yes **Main Hatchways.**—State size 22'6" x 15'8"

Order for Special Survey No.	DATES OF	1st.	2nd.	3rd.	4th.	5th.
	Surveys held	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the progress of riveting	When the beams were in and fastened, and before the decks were laid	When the ship was complete, and before the plating was finally coated or cemented	After the ship was launched and equipped
		1871 May 11. June 9.	21.26. July 5.12.15.	20. Oct 10. 23. 29. 31.	5.7.12.18.19.22.	25.28. Oct 2.10.17.
					24.26. Nov 2.4.8.11.	18.21.27.

**General Remarks,**

This vessel is similar in all respects to the "Chavarré" (Report No 11673).

There is a double bottom extending from the Foremast to the Aftermost bulkhead. Plating of inner bottom 5/16" thick & plating plates 7/16" thick.

Foremast 32 feet long. Raised quarter deck 70 feet long. Peak 30 feet long.

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

In what manner are the surfaces preserved from oxidation? Inside Paint & Cement Outside Paint

I am of opinion this Vessel should be Classed 100A 1 (Inspected) not marked double bottom

The amount of the Entry Fee .....£ 5: : is received by me,  
 Special .....£ 15: 15: :  
 Certificate ..... : 5: :

Travelling Expenses (any) £

Committee's Minute 12<sup>th</sup> March 1872

Character assigned 100A 1

This vessel is entitled to be classed as recommended 100A 1.

Lloyd's Register Foundation

H. J. ...