

## IRON SHIPS.

12th 3/8/72

No 2821 Survey held at Whitehaven Date, First Survey 8th April 1871 Last Survey 17 July 1872On the Brig Rigged Screw Steamer "Vigoretta" Master Corbett

Tonnage under Tonnage Deck	1148.85	ONE, OR TWO DECKED VESSELS.	Half Moulded breadth . . . . . 17' 7"	THREE DECKED VESSELS.	Half Moulded Breadth . . . . . 17' 7"	Built at <u>Whitehaven</u>
Ditto of Spar Deck, or Awaiting Deck.			Depth from upper part of Keel to top of . . . . . 18' 4"	Total Depth if three or more Decks . . . . . 25' 4"		When built <u>1871-72</u> Launched <u>4 May 1872</u>
Ditto of Poop, or Raised Qr. Dk.			Deck Beams (or as per Rule, Section 11) . . . . . 31' 5"	Total Girth of Half Mid-ship Frame . . . . . 80.9		By whom built <u>Whitehaven Shipbuilding Co. Limited</u>
Ditto of Houses on Deck . . . . .	60.66		Girth of Half Mid-ship Frame (as per Rule) . . . . . 298	Length . . . . . 298		Owners <u>The African Steam Ship Company</u>
Ditto of Forecastle			Number Framed . . . . . 66.9	Length . . . . . 298		Port belonging to <u>London</u>
Gross Tonnage	1809.51		Length . . . . . 298			Destined Voyage <u>Africa (W.C.)</u>
Crew Space, as per Rule	62.94					If Surveyed while Building, Afloat, or in Dry Dock
Register Tonnage, as per Rule	579.04					<u>While Building S.S. N° 190</u>
Register Tonnage, as a Steamer, put on the Beam	1167.53					

Length on deck as per Rule, 290	Feet. Inches. 290	Moulded Breadth, 34 2	Feet. Inches. 34 2	Depths from top of Floors to Upper and Main Deck Beams, as per Rule . . . . . 23 4 1/2	Feet. Inches. 23 4 1/2	Power of Engines, 200	Horse. 200	No. of Decks, <u>Two</u>	No. of Tiers of Beams, <u>Three</u>
Dimensions of Ship per Register, length, 299.8 breadth, 34.4 depth, 23.									
Keel, $\frac{1}{2}$ bar iron, depth and thickness . . . . .	Inches in Ship. 10 x 2 1/2	Inches required per Rule. 10 x 2 1/2	Plates in Garboard Strakes, breadth and thickness . . . . .	Inches in Ship. 34 1/2	Inches required per Rule. 34 1/2	Do. from Garboard to upper part of Bilges . . . . .	Inches in Ship. 11	Inches required per Rule. 11	Inches required per Rule. 11
Do. if centre through plate, depth and thickness . . . . .	10 x 2 1/2	9 x 2 1/2	Do. of doubling at Bilge, or increased thickness, and length applied . . . . .	11	11	Do. from upper part of Bilge to lower edge of main Sheerstrake . . . . .	10	10	10
Stem, $\frac{1}{2}$ bar iron, moulding and thickness . . . . .	10 x 2 1/2	9 x 2 1/2	Do. Main Sheerstrake, breadth and thickness . . . . .	42	12	Do. of doubling at Sheerstrake, and length applied . . . . .	42	12	36
Stern-posts do. do. do. . . . .	10 x 5	9 x 5	Do. from Main to Upper Deck Sheerstrake . . . . .	48	9	Do. Up. Deck Sheerstrake, breadth and thickness . . . . .	48	11	36
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . .	24 inches	24 inches (Class 100 A)	Butt Straps to outside plating, breadth & thickness . . . . .	12 1/2	12 1/2	Lengths of Plating . . . . .	12 1/2	12 1/2	12 1/2
Frames, size of Angle Iron, for $\frac{1}{2}$ length amidships . . . . .	4 3 4	4 3 4	Shifts of Plating, and Stringers . . . . .	48	48	Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness . . . . .	49 1/2	8	49 1/2
Do. for $\frac{1}{2}$ at each end . . . . .	4 3 6	4 3 6	Angle Iron on ditto . . . . .	4 x 4	9	Tie Plates (fore and aft), outside Hatchways . . . . .	11	8	16 1/2
Reversed Frames, size of Angle Iron . . . . .	3 3 4	3 3 4	Diagonal Tie Plates on Beams (No. of Pairs, 5) . . . . .	11	8	Planksheer material and scantling . . . . .			
Floors, depth and thickness of Floor Plate at mid line for half the length amidships . . . . .	24	10	Waterways do. do. . . . .			Waterways do. do. . . . .			
Do. at the ends . . . . .		948	Flat of Deck do. do. . . . .			How fastened to Beams . . . . .			
Do. do. do. at Bilge Keelson . . . . .	14		Stringer Plate on ends of Main or Middle Deck . . . . .	49 1/2	10	Beams, breadth and thickness . . . . .	49 1/2	10	49 1/2
Do. height extended at the Bilges . . . . .	48	48	(Is the Stringer Plate attached to the outside plating?) . . . . .	yes		Angle Irons on ditto (No. 2) . . . . .	4 x 4	9	4 x 4
Beams, Three Decked, Spar, or Awaiting Decked (No. 62) single or double Angle Iron, Plate or Tee Bulb Iron . . . . .	6 1/2	4	Tie Plates, outside Hatchways . . . . .	11	10	Diagonal Tie Plates on Beams (No. of pairs, 5) . . . . .	11	10	16 1/2
Single or double Angle Iron on Upper edge . . . . .	8 1/2	9	Waterways materials and scantlings . . . . .			Waterways materials and scantlings . . . . .			
Average space . . . . .	4 feet		Flat of Deck do. do. . . . .			How fastened to Beams . . . . .			
Beams, Upper or Middle Deck (No. 58) single or double Angle Iron, Plate or Tee Bulb Iron . . . . .	8 1/2	9	Stringer Plates on ends of Lower Deck or Orlop . . . . .	36	9	Beams . . . . .			
Single or double Angle Iron on Upper Edge . . . . .	3 3 1/2	6	(Is the Stringer Plate attached to the outside plating?) . . . . .	yes		Angle Irons on ditto (No. 3) . . . . .	4 x 4	9	4 x 4
Average space . . . . .	4 feet		Stringer or Tie Plates, outside Hatchways . . . . .	4 x 4	9	Flat of Deck . . . . .			
Beams, Lower Deck or Orlop (No. 18) single or double Angle Iron, Plate or Tee Bulb Iron . . . . .	8 1/2	9	Waterways materials and scantlings . . . . .			Ceiling between Decks, thickness and material . . . . .			
Single or double Angle Iron on Upper Edge . . . . .	3 3 1/2	6	Flat of Deck do. do. . . . .			Do. in hold do. do. . . . .			
Average space . . . . .	16 feet		How fastened to Beams . . . . .			Clamps or Spirketting . . . . .			
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates . . . . .	14	13	Stringer Plates on ends of Lower Deck or Orlop . . . . .	36	9	Main piece of Rudder, diameter at head . . . . .	7	6 1/2	
Do. Bulb Plate to Intercoastal Keelson . . . . .	9	9	Beams . . . . .			Do. do. at heel . . . . .	4 1/2	3 1/2	
Do. Size of Angle Irons . . . . .	6	4	(Can the Rudder be unshipped afloat?) . . . . .	yes		Bulkheads No. 4 Thickness of . . . . .			
Do. Side Intercoastal Keelson, size of Plates . . . . .	5 1/2	4	Do. Height up to Main Upper deck as per Rule . . . . .			Do. How secured to the sides of the ship . . . . .			
Do. Angle Irons on tops of Floors . . . . .	5 1/2	4	Do. Size of Vertical Angle Irons 3 x 3 1/2 and their distance apart . . . . .			Do. Are the outside Plates doubled two spaces of Frames in length? . . . . .			
Do. Bilge Keelson, Bulb Iron for $\frac{1}{4}$ length . . . . .	8 1/2	9	Do. Are the outside Plates doubled two spaces of Frames in length? . . . . .						
Do. do. Angle Irons . . . . .	5 1/2	4							
Do. or upper bilge Angle Irons . . . . .	5 1/2	4							
Do. Side Stringers (No. 1 on each side) size of Angle Irons . . . . .	5 1/2	4							
Do. against outside plating . . . . .	8 1/2	9							
Intercoastal plate for $\frac{1}{2}$ length . . . . .	9 1/2	9							
Transoms, material <u>Iron plate</u> or, if none, in what manner compensated for. . . . .									
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>									
Windlass <u>Iron</u> Pall Bitt <u>Iron</u>									
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>									
The Reverse Angle Irons on the floors extend across the middle line <u>to above the Main deck stringer angle iron</u>									
On all the Frames, and to <u>the upper stringer on every alternate frame</u>									
Keelsons. Are the various lengths of Plates and Angle Irons properly connected? <u>yes</u> And are their butts properly shifted? <u>yes</u>									
Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets ( $\frac{1}{8}$ in.) diameter, averaging ( 4 ins.) from centre to centre.									
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets ( $\frac{1}{8}$ in.) diameter, averaging ( 4 ins.) from centre to centre.									
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to <u>three</u> strakes ( $\frac{1}{16}$ ) thick, treble, double or single Riveted; with Rivets ( $\frac{1}{8}$ in.) diameter averaging ( 4 ins.) from centre to centre. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below? <u>on alternate strakes</u>									
Do. Edges from bilge to sheerstrake, worked carvel with a living piece ( ) thick, or clencher, double or single riveted; with rivets ( $\frac{1}{8}$ in.) diameter, averaging ( 4 ins.) from centre to centre.									
Do. Edges of Sheerstrake, double or single Riveted. At upper edge <u>of Main double &amp;</u> At lower edge <u>of Main &amp; upper d. double</u>									
Do. Butts from Bilge to Planksheers, worked Carvel with Butt Straps ( $\frac{1}{16}$ ) thick, double or single Riveted; with Rivets ( $\frac{1}{8}$ in.) diameter, averaging ( 4 ins.) from centre to centre. Breadth of laps in double Riveting ( $\frac{5}{4}$ ) Breadth of laps in single Riveting ( )									
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? <u>as prescribed in the Rules</u>									
Planksheer, how secured to the plating of the sides, Explain by Sketch, <u>Iron Gutter Waterway Cemented</u>									
Waterway " " planksheer and to the Beams, if necessary. <u>Stringers &amp; Keelsons Cemented</u>									
Beams of the various Decks, how secured to the sides? <u>Welded &amp; riveted to frames</u> No. of Breasthooks, <u>Crutches, at ends</u>									
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? <u>The heavy frames and the angle iron for the Keelsons and Stringers from the Bolton Warrington &amp; Co. and the plating from the Garston Iron Company.</u>									
Manufacturer's name or trade mark, <u>as above</u>									

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

Builder's Signature, Whitehaven Shipbuilding Co. Limited Surveyor's Signature, J. W. Miles



**Workmanship.** Are the butts of plating planed or otherwise fitted? They are 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? a few in the 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 The Foremast, Main Mast and lower yards are constructed of Iron, - Sketch and dimensions herewith.

10415 Ln

Number for equipment	24808	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.	Test as per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
<b>SAILS.</b>	<b>CABLES, &amp;c.</b>											
Fore Sails,	Chain .....	300	1 3/4	55.2.0.0	1 3/4	55.2.0.0	Bowers ....	3	30.0.20.28.15.1.1	30.0.0.28.13.0.0		
Fore Top Sails,	(State Machine where Tested, and name of Superintendent).						(State Machine where Tested, and name of Superintendent).		30.1.11.28.18.0.0			
Fore Topmast Stay Sails	Hempen Stream Cable	90	11				Stream ....	1	25.2.10.25.5.3.0			
Main Sails,	Hawser chain	90	1 1/8				Kedges ....	2	12.0.14	12.0.0		
Main Top Sails,	Towlines ...	90	9						6.0.2	6.0.0		
	Warp .....	90	6 1/2						3.0.6	3.0.0		
	All of <u>good</u> quality.	90	4 1/2									

Her Standing and Running Rigging win & hemp sufficient in size and good in quality. She has 2 Life Boats and 4 others

The present state of the Windlass is good Capstan Winches and Rudder good Pumps good

Engine Room Skylights. How constructed? of Wood fitted to a frame of light of Bridge, & secured in ordinary weather with quadrants of iron fastenings

What arrangements are there for deadlights in such for bad weather? Iron framed deadlights in side Cadging

Coal Bunker Openings. How constructed? of Cast Iron flush How are lids secured? by bolts & turned in the plates How high above deck? flush

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? has no bulwarks and is free from obstruction excepting deck houses & midships

Cargo Hatchways. How formed? Plate Iron Covering Wood Hatch State size in hatchway 11.10 x 10, after 11.10 x 10.0

If of extraordinary size, state how framed and secured? with Carlings and half beams where required

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? They are Main Hatchways. State size 15.10 x 10.0

Order for Special Survey No. 190 DATES of  
Date 8 April 1892 Surveys held  
Order for Ordinary Survey No. \_\_\_\_\_ while building  
Date \_\_\_\_\_ as per  
No. 2 in builder's yard, Section 18.  
1st. On the several parts of the frame, when in place, and before the plating was wrought Built under  
2nd. On the plating during the progress of riveting Special Survey between the  
3rd. When the beams were in and fastened, and before the decks were laid 18th April 1891  
4th. When the ship was complete, and before the plating was finally coated or cemented and the  
5th. After the ship was launched and equipped present date.

#### General Remarks.

The Testing Certificates for the Anchors and Chain Cables have been produced from the Staffordshire Public Chain and Anchor Testing Company signed by M K Reade.

This vessel was first named the "Beutiuck" which has since been altered to "Vigretia".

The recommendations of the principal Surveyors dated 29th March 1891 have been fully complied with, and the scantlings have accordingly been compared with them and the Rules in force at the time.

I return herewith the tracing of Midship Section approved by the Committee, and attach also the Engineers Certificate.

In what manner are the surfaces preserved from oxidation? Inside Portland Cement to bridge Paint outside Oxide of Iron & other Paint

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

The amount of the Entry Fee .....£ 5: : is received by me,  
Travelling Expenses Special .....£ 68: 14: from The Whitehaven Shipbuilding Company,  
(if any) £ 4, 10. 0 Certificate .... : :  
A. J. W.

Committee's Minute 6th August 1892

Character assigned 100 A 1

Mc ITW

J. W. Miles

Lloyd's Register Foundation