

IRON SHIPS.

No. 6288 Survey held at Port Glasgow Date, First Survey 25th April Last Survey 18th Nov 1872 Recd 18/11/72

On the Screw Steamer "Hurress Abbey" Master Edw. Muskar

Tonnage under		ONE, OR TWO DECKED, SPAR, OR AWNING DECKED VESSELS.		THREE DECKED VESSELS.		Built at	
Deck	<u>144.09</u>	Half moulded breadth....	<u>9.5</u>	Half Moulded Breadth....		<u>Port Glasgow</u>	
of Third Spar, Awning Deck.		Depth from upper part of Keel to top of Upper Deck Beams.....	<u>9.9</u>	Total Depth if three or more Decks.....		When built <u>1872</u>	Launched <u>October/72</u>
of Poop, or raised Qr. Dk.	<u>20.62</u>	Girth of Half Midship Frame (as per Rule)...	<u>16.9</u>	Total Girth of Half Midship Frame.....		By whom built <u>Messrs Macfarlane & Co</u>	
of Houses	<u>13.03</u>	1st Number.....	<u>36.3</u>	3rd Number.....		Owners <u>Messrs Munro & Co</u>	
of Deck....		Length.....	<u>128.</u>	Length.....		Port belonging to <u>Barron</u>	
of Forecastle		2nd Number....	<u>46.46.4</u>	4th Number....		Destined Voyage <u>Coasting</u>	
Net Tonnage	<u>144.74</u>	Depths to Length. <u>12.92</u>		Breadths to Length.....	<u>6.78</u>	X Surveyed while Building Afloat, or in Dry Dock.	
Dead Space, or per Rule	<u>10.18</u>						
Net Tonnage, as a	<u>134.56</u>						
Steamer cut on Beam	<u>95.48</u>						

Length on deck as per Rule,	Feet.	Inches.	Moulded Breadth,	Feet.	Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule.....	Feet.	Inches.	Power of Engines,	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
	<u>128.</u>	<u>—</u>	<u>19</u>				<u>9</u>		<u>130</u>	<u>30</u>	<u>One</u>	<u>One</u>

Dimensions of Ship per Register, length, 130 breadth, 19.1 depth, 8.65

	Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.		Inches in Ship.	Inches required per Rule.
Keel, if bar iron, depth and thickness.....	<u>6x1 1/2</u>	<u>6 3/4 x 1 1/2</u>	Do. if centre through plate, depth and thickness.....	<u>6x1 1/4</u>	<u>6 x 1 1/4</u>	Stern-post for Rudder do. do.	<u>6x2 1/2</u>	<u>6 x 2 1/2</u>	Do. fin up. part of Bilge to l. edge of Sh'rstrake.....	<u>5</u>	<u>5</u>
Do. Stern-post for Propeller.....	<u>6x2 1/2</u>	<u>6 x 2 1/2</u>	Distance of Frames from moulding edge to moulding edge, all fore and aft.....	<u>21</u>	<u>21</u>	Do. Main Sheerstrake, breadth and thickness.....	<u>30</u>	<u>30</u>	Do. of d'bling at Sh'rstrake, & length applied.....	<u>9</u>	<u>9</u>
Frames, size of Angle Iron, for 3/4 length amidships.....	<u>2 1/2</u>	<u>2 1/2</u>	Do. for 1/2 at each end.....	<u>2 1/2</u>	<u>2 1/2</u>	Do. from Mn. to Upr. or Spar Dk. Sh'rstrake.....	<u>—</u>	<u>—</u>	Do. Up. or Spar Dk Sh'rstrake, brdth & thickns.....	<u>—</u>	<u>—</u>
Reversed Frames, size of Angle Iron.....	<u>2 1/4</u>	<u>2 1/4</u>	Floors, depth and thickness of Floor Plate at mid line for half the length amidships.....	<u>10 1/2</u>	<u>10 1/2</u>	Butt Straps to outside plating, breadth & thickness.....	<u>8.9 1/2</u>	<u>8.9 1/2</u>	Lengths of Plating.....	<u>6</u>	<u>6</u>
Do. at the ends.....	<u>10 1/2</u>	<u>10 1/2</u>	Do. do. do. at Bilge Keelson.....	<u>6</u>	<u>6</u>	Shifts of Plating, and Stringers.....	<u>2 1/2</u>	<u>2 1/2</u>	Gunwale Plate on ends of Upper, Spar, or Upper Deck Beams, breadth and thickness.....	<u>15</u>	<u>15</u>
Do. height extended at the Bilges.....	<u>21</u>	<u>21</u>	Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron.....	<u>5</u>	<u>5</u>	Angle Iron on ditto.....	<u>3x3x6</u>	<u>3x3x6</u>	Tie Plates (fore and aft), outside Hatchways.....	<u>6</u>	<u>6</u>
Single or double Angle Iron on Upper edge.....	<u>—</u>	<u>—</u>	Average space.....	<u>42</u>	<u>42</u>	Diagonal Tie Plates on Beams (No. of Pairs,).....	<u>6</u>	<u>6</u>	Planksheer material and scantling.....	<u>—</u>	<u>—</u>
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron.....	<u>5</u>	<u>5</u>	Single or double Angle Iron on Upper Edge.....	<u>—</u>	<u>—</u>	Waterways do. do.	<u>—</u>	<u>—</u>	Flat of Upper Deck do. do.	<u>—</u>	<u>—</u>
Average space.....	<u>42</u>	<u>42</u>	Beams, Lower Deck, Hold or Orlop (No.) single or d'ble Ang. Iron, Plate or Tee Bulb Iron.....	<u>—</u>	<u>—</u>	How fastened to Beams.....	<u>—</u>	<u>—</u>	Stringer Plate on ends of Main or Middle Deck.....	<u>23 1/2</u>	<u>23 1/2</u>
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates.....	<u>8</u>	<u>8</u>	Single or double Angle Iron on Upper Edge.....	<u>—</u>	<u>—</u>	Beams, breadth and thickness.....	<u>3x3x6</u>	<u>3x3x6</u>	(Is the Stringer Plate attached to the outside plating?).....	<u>yes</u>	<u>yes</u>
Do. Size of Angle Irons.....	<u>5 1/2</u>	<u>5 1/2</u>	Average space.....	<u>42</u>	<u>42</u>	Angle Irons on ditto (No.).....	<u>3x3x6</u>	<u>3x3x6</u>	Tie Plates, outside Hatchways.....	<u>6</u>	<u>6</u>
Do. Side Intercoastal Keelson, size of Plates.....	<u>wash board</u>	<u>—</u>	Do. do. do. at Bilge Keelson.....	<u>6</u>	<u>6</u>	Tie Plates, outside Hatchways.....	<u>6</u>	<u>6</u>	Diagonal Tie Plates on Beams (No. of pairs,).....	<u>6</u>	<u>6</u>
Do. Angle Irons on tops of Floors.....	<u>4 1/2</u>	<u>4 1/2</u>	Do. Bilge Keelson, Bulb Iron.....	<u>3</u>	<u>3</u>	Waterways materials and scantlings.....	<u>—</u>	<u>—</u>	Flat of Middle Deck do. do.	<u>2 1/2</u>	<u>2 1/2</u>
Do. do. Intercoastal plates riveted to plating for length.....	<u>—</u>	<u>—</u>	Do. do. Angle Irons.....	<u>3</u>	<u>3</u>	How fastened to Beams.....	<u>—</u>	<u>—</u>	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams.....	<u>—</u>	<u>—</u>
Do. do. Angle Irons.....	<u>3</u>	<u>3</u>	Side Stringers (No. /) size of Angle Irons.....	<u>3</u>	<u>3</u>	(Is the Stringer Plate attached to the outside plating?).....	<u>—</u>	<u>—</u>	Angle Irons on ditto (No.).....	<u>—</u>	<u>—</u>
Do. Intercoastal plates riveted to plating for length.....	<u>—</u>	<u>—</u>	Do. Intercoastal plates riveted to plating for length.....	<u>—</u>	<u>—</u>	Stringer or Tie Plates, outside Hatchways.....	<u>—</u>	<u>—</u>	Flat of Lower Deck.....	<u>—</u>	<u>—</u>
Transoms, material <u>Iron</u> or, if none, in what manner compensated for.....	<u>—</u>	<u>—</u>	Transoms, material <u>Iron</u> or, if none, in what manner compensated for.....	<u>—</u>	<u>—</u>	Ceiling betwixt Decks, thickness and material.....	<u>2 1/2</u>	<u>2 1/2</u>	Do. in hold do. do.	<u>2 1/2</u>	<u>2 1/2</u>
Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>	<u>—</u>	<u>—</u>	Knight-heads <u>Iron</u> Hawse Timbers <u>Iron</u>	<u>—</u>	<u>—</u>	Main piece of Rudder, diameter at head.....	<u>3 1/2</u>	<u>3 1/2</u>	Do. do. at heel.....	<u>2</u>	<u>2</u>
Windlass <u>Iron</u> through Bitt <u>Iron</u>	<u>—</u>	<u>—</u>	Windlass <u>Iron</u> through Bitt <u>Iron</u>	<u>—</u>	<u>—</u>	(Can the Rudder be unshipped afloat?.....)	<u>yes</u>	<u>yes</u>	Bulkheads No. <u>3</u> Thickness of.....	<u>4/16</u>	<u>4/16</u>
The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>	<u>—</u>	<u>—</u>	The Frames extend in one length from <u>Keel</u> to <u>Gunwale</u>	<u>—</u>	<u>—</u>	Do. Height up <u>to Main Deck</u>	<u>—</u>	<u>—</u>	Do. How secured to the sides of the ship.....	<u>2 between double frames one</u>	<u>2 between double frames one</u>
The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>from turn of bilge to turn of bilge</u>	<u>—</u>	<u>—</u>	The Reverse Angle Irons on the floors and frames extend <u>across</u> the middle line <u>from turn of bilge to turn of bilge</u>	<u>—</u>	<u>—</u>	Do. Size of Vertical Angle Irons.....	<u>2 1/2 x 4 1/2</u>	<u>2 1/2 x 4 1/2</u>	Do. Are the outside Plates doubled two spaces of Frames in length?.....	<u>yes</u>	<u>yes</u>
Keelsons. Are the various lengths of Plates and Angle Irons properly connected?.....	<u>yes</u>	<u>yes</u>	Keelsons. Are the various lengths of Plates and Angle Irons properly connected?.....	<u>yes</u>	<u>yes</u>	Do. Are the outside Plates doubled two spaces of Frames in length?.....	<u>yes</u>	<u>yes</u>	Do. Are the outside Plates doubled two spaces of Frames in length?.....	<u>yes</u>	<u>yes</u>
Plates, Garboard, double or..... Riveted to Keel, double or..... at upper edge, with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Plates, Garboard, double or..... Riveted to Keel, double or..... at upper edge, with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>
Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Do the Butt Straps lay over and Rivet through the lands of the strakes above or below?.....	<u>no</u>	<u>no</u>
Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. of One Strake at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than their plates.	<u>—</u>	<u>—</u>	Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (5/16 thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>
Do. of One Strake at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than their plates.	<u>—</u>	<u>—</u>	Do. of One Strake at Bilge for 1/2 length, double riveted with Butt Straps 1/16 thicker than their plates.	<u>—</u>	<u>—</u>	Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (5/16 thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>	<u>—</u>	<u>—</u>
Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (5/16 thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Edges from bilge to Main Sheerstrake, worked carvel with a lining piece (5/16 thick, or clencher, double or single riveted; with rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>	<u>—</u>	<u>—</u>	Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>
Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>	<u>—</u>	<u>—</u>	Do. Edges of Sheerstrake, Main, double or single Riveted. Upper, double or single Riveted. At upper edge <u>single</u> At lower edge <u>double</u>	<u>—</u>	<u>—</u>	Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	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 length amidships. Breadth of laps of plating in double Riveting (5 1/2 rivets) Breadth of laps of plating in single Riveting (3 1/2 rivets)	<u>—</u>	<u>—</u>
Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (5/16 thick, double or single Riveted; with Rivets (5/8 in.) diameter, averaging (2 1/4 ins.) from centre to centre.	<u>—</u>	<u>—</u>	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 length amidships. Breadth of laps of plating in double Riveting (5 1/2 rivets) Breadth of laps of plating in single Riveting (3 1/2 rivets)	<u>—</u>	<u>—</u>	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?.....	<u>—</u>	<u>—</u>
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 length amidships. Breadth of laps of plating in double Riveting (5 1/2 rivets) Breadth of laps of plating in single Riveting (3 1/2 rivets)	<u>—</u>	<u>—</u>	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 length amidships. Breadth of laps of plating in double Riveting (5 1/2 rivets) Breadth of laps of plating in single Riveting (3 1/2 rivets)	<u>—</u>	<u>—</u>	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?.....	<u>—</u>	<u>—</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>—</u>	<u>—</u>
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?.....	<u>—</u>	<u>—</u>	Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?.....	<u>—</u>	<u>—</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>—</u>	<u>—</u>	Beams of the various Decks, how secured to the sides?.....	<u>Moulded knee plates riveted to frames</u>	<u>—</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>—</u>	<u>—</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>—</u>	<u>—</u>	Beams of the various Decks, how secured to the sides?.....	<u>Moulded knee plates riveted to frames</u>	<u>—</u>	What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?.....	<u>Blackburn & Co. frames & connects - plates</u>	<u>—</u>
Beams of the various Decks, how secured to the sides?.....	<u>Moulded knee plates riveted to frames</u>	<u>—</u>	Beams of the various Decks, how secured to the sides?.....	<u>Moulded knee plates riveted to frames</u>	<u>—</u>	What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?.....	<u>Blackburn & Co. frames & connects - plates</u>	<u>—</u>	Manufacturer's name or trade mark.....	<u>Blackburn & Co.</u>	<u>—</u>
What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?.....	<u>Blackburn & Co. frames & connects - plates</u>	<u>—</u>	What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?.....	<u>Blackburn & Co. frames & connects - plates</u>	<u>—</u>	Manufacturer's name or trade mark.....	<u>Blackburn & Co.</u>	<u>—</u>	We certify that the above is a correct description of the several particulars therein given.	<u>—</u>	<u>—</u>
Manufacturer's name or trade mark.....	<u>Blackburn & Co.</u>	<u>—</u>	Manufacturer's name or trade mark.....	<u>Blackburn & Co.</u>	<u>—</u>	We certify that the above is a correct description of the several particulars therein given.	<u>—</u>	<u>—</u>	Builder's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>
We certify that the above is a correct description of the several particulars therein given.	<u>—</u>	<u>—</u>	We certify that the above is a correct description of the several particulars therein given.	<u>—</u>	<u>—</u>	Builder's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>	Surveyor's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>
Builder's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>	Builder's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>	Surveyor's Signature, <u>Edmund Muskar</u>	<u>—</u>	<u>—</u>		<u>—</u>	<u>—</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? yes or are they in short lengths of various thicknesses? no
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

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 Pitch Pine light Schooner rigged

10781 Iron.

Number for equipment <u>5130</u>		Fathoms.	Inches.	Test as per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test as per Certificate.	W't req'd per Rule.	Test req'd per Rule.
Single Sails	SAILS.											
	Fore Sails,	150	13	11.10.00	13/16	11 3/4	DR 16/4/2	5448	5.0.24	7.11.3.14	5 3/4	7 3/4
	Fore Top Sails,						Bowers	5449	5.0.14	4.9.2.21	5	5
	Fore Topmast Stay Sails						(State Machine where Tested, and name of Superintendent).					
	Main Sails,	90	5 1/2		6		Lloyds Lipton proving house					
	Main Top Sails,	"	3		4		Sam. Presema Superintendent					
and			2 1/2				Stream	2633	1.3.8	3.17.1.7	1 3/4	1
							Kedges		1.1.0			

Her Standing and Running Rigging wire Hempen sufficient in size and good in quality. She has One Long Boat and one other

The present state of the Windlass is efficient Capstan Winch and Rudder and Pumps efficient

Engine Room Skylights.—How constructed? Wood frame on Iron Cornings How secured in ordinary weather? Quadrants

What arrangements are there for deadlights in such for bad weather? wooden Deck lights with Bulls eyes

Coal Bunker Openings.—How constructed? Cast Iron rimmed How are lids secured? Self locking 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?

Two Ports on each side

Cargo Hatchways.—How formed? Iron framed with Bull's Angle Iron State size Fore Hatch 7' x 6 ft

If of extraordinary size, state how framed and secured? Iron framed with Bull's Angle Iron secured to plate Cornings

What arrangement for shifting beams? Shifting Beams

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size 17 ft by 10 ft

Order for Special Survey No. <u>606</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought	Specially surveyed while building from April to Nov 1872 all 27 visits
Date <u>18th April 1872</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. <u>2</u> in builder's yard.	Section 18.	5th.	After the ship was launched and equipped	

General Remarks,

This is a small single decked steam vessel in length 12.92 depths and 6.43 breadths intended for the conveyance of passengers and cargo between Barrow in Furness and Liverpool, her main hatchway is 17 ft by 10 ft but she has fitted an iron deck in way thereof viz from break of Poop for 40 ft forward with 6/16 plating, before and abaft this, the stringers fore and aft and diagonal tie plates are fitted as per rule

State if one, two or three decked vessel, or if open 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 cemented in flat and Outside Painted with 3 coats

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

The amount of the Entry Fee£ 2 : - : - is received by me,

Special£ 0 : 10 : -

Certificate : - : -

(Travelling Expenses)
(if any) £ _____

Committee's Minute 19th Nov. 1872

Character assigned GO A 1

Gen. Comm. Minute No. 20th 18th Dec

Clipping Confirmed DBW M. 6

Lloyds Register
Foundation