

IRON SHIPS. 10051

Rec^d 9/1/73

No. 12001 Survey held at Newcastle Date, First Survey 15th April 1872 Last Survey 6th Jan 1873

On the S.S. BISCAY Master Stephenson

Tonnage under Tonnage Deck } <u>792.60</u>	ONE, OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.	Half moulded breadth ... 15.0 Depth from upper part of Keel to top of Upper Deck Beams ... 18.8 Girth of Half Midship Frame (as per Rule) ... 30.5	THREE DECKED VESSELS. Half Moulded Breadth ... Total Depth if three or more Decks ... Total Girth of Half Midship Frame ... 3rd Number ... Length ...	Built at <u>Newcastle</u>
Ditto of Third Spar, or Awning Deck } <u>44.72</u>				When built <u>1872</u> Launched <u>20 Sept. 72</u>
Ditto of Poop, or Raised Qr. Dk. } <u>37.25</u>				By whom built <u>C. Mitchell & Coy</u>
Ditto of Houses on Deck ... } <u>27.36</u>				Owners <u>Nelson Docking Coy</u>
Gross Tonnage <u>901.95</u>	1st Number ... <u>64.1</u> Length ... <u>202.5</u>			Port belonging to <u>London</u>
Crew Space, as per Rule } <u>41.49</u>				Destined Voyage <u>Spain</u>
Register Tonnage, out on Beam ... } <u>288.62</u>	2nd Number ... <u>12976</u>			If Surveyed while Building, Afloat, or in Dry Dock. <u>While Building</u>
Engine Room } <u>571.82</u>	Depths to Length. <u>under 11</u>			
Register Tonnage, as a Steamer, cut on Beam ... } <u>571.82</u>				

68 572 View of 141/73

Length on deck as per Rule, <u>202</u> Feet. <u>5</u> Inches.	Moulded Breadth, <u>30</u> Feet. <u>-</u> Inches.	Depths from top of Floors to Upper and Main Deck Beams, as per Rule, <u>17</u> Feet. <u>2</u> Inches.	Horse. <u>90</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, 204.1 breadth, 30.2 depth, 17.1

	Inches in Ship.			Inches required per Rule.				Inches. In Ship.		16ths. In Ship.		Inches. required per Rule.		16ths. required per Rule.	
Keel, if bar iron, depth and thickness	7 x 2 3/8			7 x 2 3/8			Flat Keel Plates, breadth and thickness	31 x 12/16		30 x 12/16					
Do. if centre through plate, depth and thickness	7 x 2 3/8			7 x 2 3/8			Plates in Garboard Strakes, breadth and thickness	8/16		8/16					
Stem, if bar iron, moulding and thickness	8 x 4 1/2			7 x 4 3/4			Do. from Garboard to upper part of Bilges	8/16		8/16					
Stern-post for Rudder do. do.	8 x 4 1/2			7 x 4 3/4			Do. of doubling at Bilge, or increased thickness, and length applied	16 x 3 1/2 for 75 ft. double plates							
Stern-post for Propeller	8 x 4 1/2			7 x 4 3/4			Do. fin up. part of Bilge to lr. edge of Sh'rstrake	7/16		7/16					
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 ins			22 ins (Class 90A)			Do. Main Sheerstrake, breadth and thickness	39 x 10/16		30 x 10/16					
Frames, size of Angle Iron, for 3/4 length amidships	4 x 3 x 7/16			4 x 3 x 7/16			Do. of d'bling of Sh'rstrake, & length applied	7/16 for half length							
Do. for 1/2 at each end	4 x 3 x 7/16			4 x 3 x 7/16			Do. from Mn. to Upr. or Spar Dk. Sh'rstrake	see Midship section							
Reversed Frames, size of Angle Iron	3 x 3 x 7/16			3 x 3 x 7/16			Do. Up. or Spar Dk Sh'rstrake, brdth & thickness								
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	18 x 8/16			18 x 8/16			Butt Straps to outside plating, breadth & thickness	10-15 2/4		8-14 1/4 7-1/4					
Do. at the ends	x 7/16			x 7/16			Lengths of Plating	SIX SPACES		FIVE SPACES					
Do. do. do. at Bilge Keelson	x 8/16			x 8/16			Shifts of Plating, and Stringers	TWO SPACES		TWO SPACES					
Do. height extended at the Bilges	TWICE DEPTH			TWICE DEPTH			Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	29 x 8/16		28 x 8/16					
Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	5 x 3 x 8/16			7 x 7/16			Angle Iron on ditto	4 x 4 x 7/16		4 x 4 x 7/16					
Single or double Angle Iron on Upper edge	5 x 3 x 8/16			7 x 7/16			Tie Plates (fore and aft), outside Hatchways	6/16 Iron		6/16 Iron					
Average space	22 ins			44 ins			Diagonal Tie Plates on Beams (No. of Pairs)	Riveted to Beams							
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 7/16			7 1/2 x 7/16			Planksheer material and scantling								
Single, or double Angle Iron, on Upper Edge	3 x 2 1/2 x 5/16			3 x 2 1/2 x 5/16			Waterways do. do.	Iron deck & interway							
Average space	22 ins			44 ins			Flat of Upper Deck do. do.	6/16 Iron		6/16 Iron					
Beams, Lower Deck, Hold or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron	7 1/2 x 7/16			7 1/2 x 7/16			How fastened to Beams	Riveted to Beams							
Single or double Angle Iron on Upper Edge	3 x 2 1/2 x 5/16			3 x 2 1/2 x 5/16			Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	22 x 7/16		22 x 7/16					
Average space	22 ins			44 ins			(Is the Stringer Plate attached to the outside plating?)	YES							
Keelson Centre line, single or double plate, bar, or intercostal, size of Plates	22 x 7/16			22 x 7/16			Angle Irons on ditto (No.)	3 1/2 x 3 1/2 x 7/16		3 1/2 x 3 1/2 x 7/16					
Do. Bulb Plate to Intercostal Keelson	23 x 7/16			as per sketch			Tie Plates, outside Hatchways	Same Box Beams							
Do. Size of Angle Irons	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Diagonal Tie Plates on Beams (No. of pairs)								
Do. Side Intercostal Keelson, size of Plates	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Waterways materials and scantlings	Butts on space							
Do. Angle Irons on tops of Floors	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Flat of Middle Deck do. do.	2 1/2 in							
Do. Bilge Keelson, Bulb Iron GIRDER PLATES	23 x 7/16			7 1/2 x 7/16			How fastened to Beams	5/8		5					
Do. do. Intercostal plates riveted to plating for length	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	3/4		3					
Do. do. Angle Irons	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			(Can the Rudder be unshipped afloat?)	YES							
Side Stringers (No. ONE) size of Angle Irons	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Bulkheads No. 4 Thickness of	4/16		4/16					
Do. Intercostal plates riveted to plating for length	4 x 4 x 7/16			4 1/2 x 3 1/2 x 7/16			Do. Height up	Main deck							

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

Knight-heads Iron Hawse Timbers Iron

Windlass Garfield's Patent Pall Bitt

The Frames extend in one length from Keel to gunwale Riveted through plates with (3/4 in.) Rivets, about 8" apart.

The Reverse Angle Irons on the floors and frames extend across the middle line to gunwale on every frame and to a few alternately accepted

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 (7/8 in.) diameter, averaging (3 3/4 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 1/4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (8/16) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (3 1/4 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 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 (5/8 in.) diameter, averaging (2 3/4 ins.) 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 (5/8 in.) diameter, averaging (2 3/4 ins.) 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 Half length amidships. Breadth of laps of plating in double Riveting (4 1/4) Breadth of laps of plating in single Riveting (2 1/8)

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per rule

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? Welded & Riveted to frames No. of Breasthooks, 4 Crutches, 3

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

Manufacturer's name or trade mark, plates by "Stockton" Patent & Company

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

Builder's Signature, For C. Mitchell & Co. Surveyor's Signature, James Purdie

W. Wilson

1095120

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 single 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? Very few in Butts only.

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 Iron Pole Mast. Fore 82 x 19 1/2 Main 75 x 19 1/2

the plates in the round 6/16 tapering to 1/4 at Pole Seams double and Butts double and Seals at Wedging - no angles - Plates made of Corbett -

N ^o .	Number for equipment	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.	Wght req'd per Rule.	Test req'd per Rule.	
													SAILS.
	14 273	135	1 1/2	40 1/2	17 1/2	37 1/2			21.3.0	22 1/2	18	19	
		135	1 1/2	40 1/2	17 1/2	37 1/2	Bowers	3	21.2.12	22 1/2	18	19	
		<u>Leeds Type J. H. R. Pennell Capt'd</u>								18.3.12	19 1/2	15.1.6	16 1/2
		90	1 1/2		15 1/2		Stream	1	9.1.10		8		
		90	9		9				4.2.7		4		
		90	6		5 1/2		Kedges ...	2	2.1.0		2		
		90	4										
		90	1 1/2										

Her Standing and Running Rigging Wire Ropes sufficient in size and good in quality. She has medial Boat and two others
 The present state of the Windlass is Harfield's Capstan one and Rudder good Pumps three / five inch

Engine Room Skylights.—How constructed? Iron framing to Bridge Deck How secured in ordinary weather? Bolted down

What arrangements are there for deadlights in such for bad weather? Deadlights in each side

Coal Bunker Openings.—How constructed? Cast Iron Frames How are lids secured? Bar across How high above deck? 9 in above Bridge Deck

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? five square ports on each side

Cargo Hatchways.—How formed? Iron framing State size 20 x 10 - 7 1/4 x 8 - 11 x 10

If of extraordinary size, state how framed and secured? Framed with half Beams and Iron framing

What arrangement for shifting beams? Shifting Beams of Bull Iron and angles

Hatches, themselves, whether strong and efficient? yes Main Hatchways.—State size see above

Order for Special Survey No. 860 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Built

Date 9 Nov. 1871 Surveys held 2nd. On the plating during the progress of riveting under special

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. 268 in builder's yard. Section 18. 5th. After the ship was launched and equipped Survey

General Remarks, She is fitted with double Bottom in fore and after holds -

66 feet and 51 feet in Length - 117 feet - Plating 6/16 side plating 7/16.

Length of poop 32 feet - forecabin 30 feet -

Bischoff
 Please return this section, when done with, for completion of said vessel.
 8/1/43 P. J. O'Connell
 returned 19/5/73

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 Cement in Bottom & Paint Outside Paint

I am of opinion this Vessel should be Classed 90 A & marked St. Double Bottom

The amount of the Entry Fee £ 5 : 0 : 0 is received by me, James Andie
 on 860 tons Special paid £ 43 : 0 : 0 Certificate

(Travelling Expenses) (if any) £ —

Committee's Minute 15th Jan'y 1873

Character assigned 90 A, A + P
M.C.
part double bottom

7. Masts & Rigging etc., see notes on page 4

