

# IRONSHIP.

Rev 3/6/73

No. 1217 Survey held at South Shields Date, First Survey 30<sup>th</sup> Sept. 72 Last Survey 16<sup>th</sup> May 1873

On the S.S. "Alcayar" See Memo annexed Yard Number 93 Master O. Robinson

TONNAGE under }  
 Tonnage Deck } 468.21  
 Ditto of Third, Spar, }  
 or Awning Deck. }  
 Ditto of Poop, or }  
 Raised Or. Dk. }  
 Ditto of Houses }  
 on Deck } 2.86  
 Ditto of Forecastle }  
 Gross Tonnage } 471.07  
 Less Crew Space } 24.71  
 Less Engine Room } 150.76  
 Register Tonnage }  
 as cut on Beam } 295.62

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING-DECKED VESSEL.  
 HALF BREADTH (moulded)... 12.6  
 DEPTH from upper part of Keel to top of Upper Deck Beams 16.4  
 GIRTH of Half Midship Frames (as per Rule) 25.6  
 1st NUMBER 54.3  
 1st NUMBER, if a THREE DECKED VESSEL  
 deduct 7 feet...  
 LENGTH 173.25  
 2nd NUMBER 240.7  
 PROPORTIONS—Breathths to Length 6.9  
 Depths to Length—Upper Deck to Keel 10.6  
 Main Deck ditto

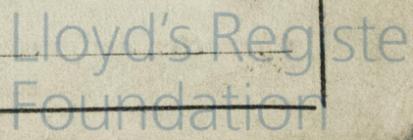
Built at South Shields  
 When built 1872/73 Launched 21<sup>st</sup> April 73.  
 By whom built J. Headhead & Co.  
 Owners O. Robinson  
 Port belonging to London  
 Destined Voyage Dublin  
 If Surveyed while Building, Afloat, or in Dry Dock.  
 While building and afloat.

LENGTH on deck as per Rule 173 3 BREADTH—Moulded 25 0 DEPTH top of Floors to Upper Deck Beams 15 0 1/2 Power of Engines 65 Horse. N° of Decks with flat laid One N° of Tiers of Beams One  
 Dimensions of Ship per Register, length, 175 breadth, 24.8 depth, 14.9

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths In Ship.	16ths In Ship.
KEEL depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2	7 1/2 x 2 1/2	7 1/2 x 2 1/2	6	6
STE moulding and thickness	7 1/2 x 2	6 3/4 x 2 1/2	7 1/2 x 2	6 3/4 x 2 1/2	5	5
POST for Rudder do. do.	7 1/2 x 4 1/2	6 3/4 x 4 1/2	7 1/2 x 4 1/2	6 3/4 x 4 1/2	5	5
for Propeller	7 1/2 x 4 1/2	6 3/4 x 4 1/2	7 1/2 x 4 1/2	6 3/4 x 4 1/2	5	5
of Frames from moulding edge to edge, all fore and aft	22	22	22	22	5	5
Angle Iron, for 1/2 length amidships at each end	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	5	5
FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	3 1/2 x 3	5	5
depth and thickness of Floor Plate	15 1/2 x 6	15 1/2 x 6	15 1/2 x 6	15 1/2 x 6	5	5
line for half length amidships	15 1/2 x 6	15 1/2 x 6	15 1/2 x 6	15 1/2 x 6	5	5
thickness at the ends of vessel	2	2	2	2	5	5
both at 1/4 the half-bdth. as per Rule	2	2	2	2	5	5
light extended at the Bilges	31	31	31	31	5	5
per, Spar, or Awning Deck	6 x 7	6 x 7	6 x 7	6 x 7	5	5
Ang. Iron, Plate or Tee Bulb Iron	6 x 7	6 x 7	6 x 7	6 x 7	5	5
able Angle Iron on Upper edge	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	3 1/2 x 2 1/2	5	5
ce...	4 1/2	4 1/2	4 1/2	4 1/2	5	5
or Middle Deck	4 1/2	4 1/2	4 1/2	4 1/2	5	5
Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4 1/2	4 1/2	4 1/2	5	5
Angle Iron, on Upper Edge	4 1/2	4 1/2	4 1/2	4 1/2	5	5
BEAMS, Lower Deck, Hold or Orlop	12 1/2 x 9	11 1/2 x 9	12 1/2 x 9	11 1/2 x 9	9	9
Single or double Ang. Iron, Plate or Tee Bulb Iron	12 1/2 x 9	11 1/2 x 9	12 1/2 x 9	11 1/2 x 9	9	9
Single or double Angle Iron on Upper Edge	7 x 7	7 x 7	7 x 7	7 x 7	7	7
Average space...	4 1/2	4 1/2	4 1/2	4 1/2	5	5
KEELSONS Centre line, single or double plate, box, or Intercostal, Plates	7 x 7	7 x 7	7 x 7	7 x 7	7	7
Rider Plate	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Bulb Plate to Intercostal Keelson	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Angle Irons	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Double Angle Iron Side Keelson	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Side Intercostal Plate	4 x 3	4 x 3	4 x 3	4 x 3	6	6
do. Angle Irons	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Attached to outside plating with angle iron	4 x 3	4 x 3	4 x 3	4 x 3	6	6
BILGE Angle Irons	4 x 3	4 x 3	4 x 3	4 x 3	6	6
do. Bulb Iron	4 x 3	4 x 3	4 x 3	4 x 3	6	6
do. Intercostal plates riveted to plating for length	4 x 3	4 x 3	4 x 3	4 x 3	6	6
BILGE STRINGER Angle Irons	4 x 3	4 x 3	4 x 3	4 x 3	6	6
Intercostal plates riveted to plating for length	4 x 3	4 x 3	4 x 3	4 x 3	6	6
SIDE STRINGER Angle Irons	4 x 3	4 x 3	4 x 3	4 x 3	6	6

	Inches In Ship.	16ths In Ship.	Inches required	16ths required
Flat Keel Plates, breadth and thickness	30	8	30	8
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	30	7	30	7
fm up. part of Bilge to Ir. edge of Sh'rstrake	30	7	30	7
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	30	10	30	10
Up. or Spar Dk Sh'rstrake, brdth & thickness	30	10	30	10
Butt Straps to outside plating, breadth & thickness	9 3/4	7 1/2	9 3/4	7 1/2
Lengths of Plating	11 feet		9 1/2	2
Shifts of Plating, and Stringers	4 1/2		4 1/2	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	3 1/2	7	3 1/2	7
Angle Iron on ditto	4 x 3 x 6		4 x 3 x 6	
Tie Plates fore and aft, outside Hatchways	9 1/2 x 7		2	7
Diagonal Tie Plates on Beams No. of Pairs,				
Planksheer material and scantling				
Waterways do. do.				
Flat of Upper Deck do. do. Yellow Pine	3 1/2		3 1/2	
How fastened to Beams	Screws, bolts & nuts, Galv'd.			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	19	6	18	6
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2	3 1/2 x 3 1/2 x 6		3 1/2 x 3 1/2 x 6	
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material	2 1/2		2 1/2	
in hold do. B. Pine do.	2 1/2		2 1/2	
Main piece of Rudder, diameter at head	4 1/2		4 1/2	
do. at heel	2 3/4		2 3/4	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 4 Thickness of	5		5	
Height up 3 1/2 upper deck & after one to Cabin sole with iron deck				
How secured to sides of ship	By double frames & brackets			
Size of Vertical Angle Irons	3 x 2 1/2 x 5 1/2 and distance apart 30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

Transoms, material. Knight-heads. Hawse Timbers. Iron  
 Windlass Harfield's Patent Pall Bitt  
 The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6" apart.  
 The REVERSED ANGLE IRONS on floors and frames extend across from middle line to upper turn of bilge and to Gunwale alternately  
 KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes  
 PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.  
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.  
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.  
 Butts of one Strake at Bilge for half length, double riveted with Butt Straps 1/16 thicker than the plates they connect.  
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.  
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
 Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.  
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for the whole length.  
 Breadth of laps of plating in double riveting 4 1/2 Breadth of laps of plating in single riveting 2 3/4  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double riveted  
 Waterway, how secured to Beams Iron Cutters (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, 4 Crutches, 4  
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles & Beams from  
 Manufacturer's name or trade mark, Fyock's Ironworks, Plymouth. Floors Vaughan Bishop Auckland, and Shell  
 plating Parkgate Iron Works, Rotherham.  
 The above is a correct description.  
 Builder's Signature, J. H. Cooke Surveyor's Signature, J. H. Cooke



**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  
 Are the fillings between the ribs and plates solid single pieces? Solid single pieces  
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes  
 Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes  
 Do any rivets break into or through the seams or butts of the plating? a few

Masts, Bowsprit, Yards, &c., are of Wood in good condition, and sufficient in size and length. If of Iron or Steel give 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

11407 Ln

date of contract 19th July 1872  
 see letters attached 4/6/75

NUMBER for EQUIPMENT <u>2467</u>		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> . <i>Hull and Rigging Wire</i>	SAILS.											
	Fore Sails,	210	1 1/2	22.15.0.0	1 1/2	22 1/2	Bowers ...	1	10.2.7	13.10.3.21	10.0.0	12.
	Fore Top Sails,						1	10.0.6	12.2.0.21	2.2.0	10 1/2	
	Fore Topmast Stay Sails,						1	2.2.16	10.15.0.0	2.2.0	10 1/2	
	Main Sails,						1	4.3.7		2.1.0		
	Main Top Sails,						1	7.0.12		1.0.0		
Warp ...	1						7.0.12		1.0.0			
	CABLES, &c.											
	Chain ...											
	Hempen Stream Cable	60	1 3/4		2 1/2							
	Hawser ...	60	9		6 1/2							
	Towlines ...	90	4 1/2									
	Warp ...	180	3 1/2									

Standing and Running Rigging Hemp sufficient in size and good in quality. She has 1 Life Long Boat and one Mainace.  
 The Windlass is Good Capstan — and Rudder Good Pumps Good

**Engine Room Skylights.**—How constructed? Iron Comings & Wood Tops How secured in ordinary weather? Bolted to Angles  
 What arrangements for deadlights in bad weather? Solid shutters and bulls eyes

**Coal Bunker Openings.**—How constructed? Wood comings How are lids secured? By clasp bars Height above deck? Hinged

**Scuppers, &c.**—What arrangements for clearing upper deck of water, in case of shipping a sea? Three ports each side besides mooring ports.

**Cargo Hatchways.**—How formed? Iron comings and half beams.

State size **Main Hatch** 18 feet 6" x 8 feet Forehatch 7 feet 6" x 6 feet Quarterhatch 14 feet 8" x 8 feet.

If of extraordinary size, state how framed and secured? Ordinary size

What arrangement for shifting beams? Iron shifting beams & wood fore & afters.

**Hatches,** If strong and efficient? Yes.

Order for Special Survey No. 226 DATES of  
 Date 30 Sep 1872 Surveys held  
 Order for Ordinary Survey No. — while building  
 Date — as per  
 No. 93 in builder's yard. Section 18.

- 1st. 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,**

This is a two decked vessel built in accordance with midship section herewith attached. She is fitted with water ballast tanks before and abaft the engine room of the united lengths of 24 ft 6" top plates 5/16 and flange plates 9/16 thick.

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.

How are the surfaces preserved from oxidation? Inside Cement and Paint Outside Paint

I am of opinion this Vessel should be Classed 90A

The amount of the Entry Fee ... £ 5: 0: 0 is received by me,

Special Certificate ... £ 22: 6: 0  
 or 44 5 tons Certificate ...

(Travelling Expenses) (if any) £ —

Committee's Minute 18th Dec 1872

Character assigned 90A — 90A

*J. H. Cooke*  
 This vessel appears to be slightly over classed 90A — but having been constructed in accordance with the Regulations, it does not appear to have been classed in accordance with the Regulations for the purpose of the Lloyd's Register Foundation.

J. H. Cooke & Co., Surveyors, 10, Abchurch Lane, London, E.C. 4

*J. H. Cooke*  
 Surveyor and test of chain 20/6/75