

IRON SHIP.

No. 3188 Survey held at Middlesboro Date, First Survey 22nd Jan^{ry} Last Survey 24th May 1893
 On the Steamer Isidora Yard Number 93 Master C. Morice
 Tonnage under Deck 896.11 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck. 50.65 SPAR, OR AWNING-DECKED VESSEL.
 Ditto of Poop, or 30.80 HALF BREADTH (moulded) 13.31
 Ditto of Forecastle 16.68 DEPTH from upper part of Keel to top of Upper Deck Beams 16.50
 Gross Tonnage 991.23 GIRTH of Half Midship Frame (as per Rule) 26.25
 Less Crew Space 28.92 1st NUMBER 56.12
 Engine Room 191.11 1st NUMBER, if a THREE-DECKED VESSEL
 Net Tonnage 391.20 deduct 7 feet 188.61
 Length 105.88 2nd NUMBER
 PROPORTIONS—Breadths to Length Under 8
 Depths to Length—Upper Deck to Keel 1.2
 Main Deck ditto 1.2
 Built at Middlesboro
 When built 1893 Launched 24th April 1893
 By whom built Backhouse & Dixon
 Owners A. H. Munroe
 Port belonging to Adm. Maroon
 Destined Voyage Chili
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 190 BREADTH—Moulded 26 DEPTH top of Floors to Upper Deck Beams 16 Power of Engines 90 Horse. 90 N^o. of Decks with flat laid One N^o. of Tiers of Beams Two
 Dimensions of Ship per Register, length, 190 breadth, 26 depth, 16.2

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	1 1/2 x 2 1/4	1 1/2 x 2 1/4	STEM, moulding and thickness	1 1/2 x 2 1/4	1 1/2 x 2 1/4	STERN-POST for Rudder do. do.	1 1/2 x 2 1/4	1 1/2 x 2 1/4	Distance of Frames from moulding edge to moulding edge, all fore and aft	22	(Class 22)
FRAMES, Angle Iron, for 1/2 length amidships	3 1/2	3 1/2	Do. for 1/2 at each end	3 1/2	3 1/2	REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	FLOORS, depth and thickness of Floor Plate	16	16
at mid line for half length amidships	16	16	thickness at the ends of vessel	16	16	depth at 1/2 the half-bdth. as per Rule	8	8	height extended at the Bilges	32	32
BEAMS, Upper, Spar, or Awning Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2	6 1/2	Single or double Angle Iron on Upper edge	3	3	Average space	48	48
BEAMS, Main or Middle Deck	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2	6 1/2	Single or double Angle Iron, on Upper Edge	3	3	Average space	48	48
BEAMS, Lower Deck, Hold or Orlop	6 1/2	6 1/2	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 1/2	6 1/2	Single or double Angle Iron on Upper Edge	3	3	Average space	48	48
KEELSONS Centre line, single or double plate,	23 1/2	23 1/2	box, or Intercostal Plates	8	8	Rider Plate	8	8	Bulb Plate to Intercostal Keelson	8	8
Angle Irons	8 1/2	8 1/2	Double Angle Iron Side Keelson	8 1/2	8 1/2	Side Intercostal Plate	8 1/2	8 1/2	do. Angle Irons	8 1/2	8 1/2
Attached to outside plating with angle iron	8 1/2	8 1/2	BILGE Angle Irons	8 1/2	8 1/2	do. Bulb Iron	6 1/2	6 1/2	do. Intercostal plates riveted to plating for length	6 1/2	6 1/2
BILGE STRINGER Angle Irons	8 1/2	8 1/2	Intercostal plates riveted to plating for length	8 1/2	8 1/2	SIDE STRINGER Angle Irons	8 1/2	8 1/2	Transoms, material. Knight-heads. Hawse Timbers.	Angle iron & plating	
Windlass	Satan		Pall Bitt								

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper part of bilge and to Gunnwale 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 3/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.
 Butts of Two Strakes at Bilge for one-half length, treble riveted with Butt Straps 1/10 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 3/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.
 Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
 Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
 Breadth of laps of plating in double riveting 8 1/4 Breadth of laps of plating in single riveting 2 1/4
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted?
 Waterway, how secured to Beams Cutter (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Beam ends turned & welded No. of Breasthooks, Three Crutches, Three
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, Hopkins & Co. & Bonsett
 The above is a correct description.
 Builder's Signature, Backhouse & Dixon Surveyor's Signature, Wm. Minch

Workmanship. Are the butts of plating planed or otherwise fitted? Glanced

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 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 facing surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? Some in butts

Masts, Bowsprit, Yards, &c., are Good 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: 1st Mast 55' x 14" - 2nd Mast 51' x 14"

11425 Lm

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain ...	210	1 1/4	28 2/3	1 1/4	28 2/3	Bowers ...	3	18-2-0	16-1-1-0	18 1/2	18 1/2
2	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)	210	1 1/4	28 2/3	1 1/4	28 2/3	Stream ...	1	18-1-0	15-10-3-10	18 1/2	18 1/2
3	Fore Topmast Stay Sails	Hempen Stream Cable	210	1 1/4	28 2/3	1 1/4	28 2/3	Kedges ...	2	18-1-0	15-10-3-10	18 1/2	18 1/2
4	Main Sails,	Hawser ...	210	1 1/4	28 2/3	1 1/4	28 2/3						
5	Main Top Sails,	Towlines ...	210	1 1/4	28 2/3	1 1/4	28 2/3						
6		Warp ...	210	1 1/4	28 2/3	1 1/4	28 2/3						
7		quality	210	1 1/4	28 2/3	1 1/4	28 2/3						

Standing and Running Rigging Good & strong sufficient in size and good in quality. She has one Life Boat and two others

The Windlass is Good Capstan Good and Rudder Good Pumps Good (three of Metal) Good

Engine Room Skylights.—How constructed? 5/16 Iron casing & Seal Good How secured in ordinary weather? Gratings

What arrangements for deadlights in bad weather? Gratings

Coal Bunker Openings.—How constructed? Galvanized How are lids secured? Bars Height above deck? 6"

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? Five scuppers & four scupper ports

Cargo Hatchways.—How formed? Iron casings

State size Main Hatch 18' 6" x 9' 6" Forehatch 9' x 4' Quarterhatch 16' 6" x 9'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? 8/16 beam plates with angles 3" x 2 1/2" x 1 1/16"

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>1888</u>	DATES of	1st.	On the several parts of the frame, when in place, and before the plating was wrought <u>20th Nov 1893</u>
Date <u>20th Nov 1893</u>	Surveys held	2nd.	On the plating during the progress of riveting <u>Nov 23, 28, Dec 1, 8, 14, 19, 26, 28th</u>
Order for Ordinary Survey No. _____	while building	3rd.	When the beams were in and fastened, and before the decks were laid <u>March 6, 12, 14, 18, 24, 29th</u>
Date _____	as per	4th.	When the ship was complete, and before the plating was finally coated or cemented <u>April 1, 2, 29th</u>
No. <u>92</u> in builder's yard.	Section 18.	5th.	After the ship was launched and equipped <u>May 2, 6, 9, 13, 15, 20th, 22, 24, 29th 1893</u>

General Remarks, Has a foregalant forecastle. Frames to topheight. Beams 5 1/2 x 8 1/2. Stringer on d 18' x 8 1/2, angle on d 3 1/2 x 3 1/2 x 1 1/16. Die plate 13' x 5 1/2. Plating 5 1/2. Deck 2 1/2 x 15. Pins fastened with 8/16 b.s. or ss.

Raised Quarter Deck. Frames to topheight. Beams 6 1/2 x 5 1/2, angles 2 1/2 x 2 1/2 x 1 1/16. Stringer plate 22' x 12' x 1 1/2. Die plate 10' x 11' x 1 1/2. Plating 1 1/2. Deck 3' x 15. Pins fastened with 8/16 b.s. or ss.

Break of Raised Quarter Deck. Strengthened by the main stringer plate extending 11 spaces of frames aft, and the quarter deck stringer plate 11 feet before the break. The main sheerstrake and upper plating of the quarter deck increased 1/16 in thickness for about 30' in wake of break and the butt straps (which riveted in addition two butts in a line with the beams) are riveted with butt straps 1/16 thicker than the plates they connect. An iron deck (1/16) fitted in fore and aft extending 3'-8" before the house.

Water Ballast Tanks in fore (4' x 6') & aft (4' x 5'). Orange plate 1/16. Angles 3 1/2 x 3 1/2 x 1 1/16, knees 1 1/2, girders 1/16, angles 2 1/2 x 2 1/2 x 1 1/16, top of tank 1/16.

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

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

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

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

Special ... £ 28 : 8 :

Certificate ... : :

(Travelling Expenses)

(if any) £

Committee's Minute 10th June 1893

Character assigned GO A 1

U.C. part double bottom

