

IRON SHIP.

11586

Reg 7/8/73

No. 10647 Survey held at Sunderland Date, First Survey March 26 1872 Last Survey July 24 1873
 On the Screw Steamer Almeria Yard Number 4 Master James Hunter

TONNAGE under Deck } 657.47
 Ditto of Third, Spar, or Awning Deck. }
 Ditto of Poop, or Raised Quarter Deck. } 177.62
 Ditto of Houses on Deck } 2.90
 Ditto of Forecastle } 18.42
 Gross Tonnage } 856.41
 Less Crew Space } 28.61
 Less Engine Room } 274.05
 Register Tonnage (as put on Beam) } 553.75

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded)... .. 14.5 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 17.16
GIRTH of Half Midship Frame (as per Rule) 28.35
1st NUMBER 60.01
1st NUMBER if a **THREE-DECKED VESSEL** deduct 7 feet
LENGTH 204
2nd NUMBER 122.42
PROPORTIONS—Breadths to Length 7
 Depths to Length—Upper Deck to Keel 11
 Main Deck ditto

Built at Sunderland
 When built 1872 Launched 5 Oct 1872
 By whom built Osbourne, Graham & Co
 Owners James Hunter
 Port belonging to South Shields
 Destined Voyage Not fixed
 If Surveyed while Building, Afloat, or in Dry Dock. Whilst Building

Official Number

LENGTH on deck as per Rule 204 Feet. Inches. **BREADTH** Moulded... .. 29 Feet. Inches. **DEPTH** top of Floors to Upper Deck Beams 15 Feet. Inches. 11 Do. do. Main Deck Beams... .. **Power of Engines** 90 Horse. **N^o. of Decks with flat laid** One **N^o. of Tiers of Beams** one

Dimensions of Ship per Register, length, 204.5 breadth, 29.2 depth, 15.75

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	16ths required
KEEL , depth and thickness	$4\frac{1}{2} \times 2\frac{3}{8}$	$8 \times 2\frac{3}{8}$			
STEM , moulding and thickness	$7\frac{1}{2} \times 2\frac{3}{8}$	$7 \times 2\frac{3}{8}$			
STERN-POST for Rudder do. do. for Propeller		$7 \times 4\frac{3}{4}$			
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>22</u>	<u>22 ins</u>			
FRAMES , Angle Iron, for $\frac{3}{4}$ length amidships Do. for $\frac{1}{2}$ at each end	$3\frac{1}{2}$	3	7	$3\frac{1}{2}$	7
REVERSED FRAMES , Angle Iron	$3\frac{1}{2}$	3	6	$3\frac{1}{2}$	6
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at $\frac{3}{4}$ the half-bdth. as per Rule height extended at the Bilges...	<u>15</u>	<u>8</u>	<u>17</u>	<u>8</u>	<u>6</u>
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space...	$2\frac{1}{2}$	$2\frac{1}{2}$	5	$2\frac{1}{2}$	5
BEAMS , Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space...					
BEAMS , Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space...					
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	<u>15</u>	<u>10</u>	<u>13</u>	<u>10</u>	<u>8</u>
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	<u>5</u>	<u>3</u>	<u>7</u>	<u>4</u>	<u>3</u>
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length.	<u>5</u>	<u>3</u>	<u>7</u>	<u>4</u>	<u>3</u>
SIDE STRINGER Angle Irons					

	Inches. In Ship.	16ths. In Ship.	Inches. required	16ths. required
Flat Keel Plates, breadth and thickness	<u>36</u>	<u>9</u>	<u>30</u>	<u>9</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <u>One Strake</u> fm up. part of Bilge to lr. edge of Sh'rstrake	<u>36</u>	<u>9</u>	<u>30</u>	<u>9</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>37</u>	<u>11</u>	<u>30</u>	<u>11</u>
Butt Straps to outside plating, breadth & thickness	<u>8</u>	<u>16</u>	<u>6</u>	<u>12</u>
Lengths of Plating	<u>5</u>	<u>spaces</u>	<u>5</u>	<u>spaces</u>
Shifts of Plating, and Stringers	<u>2</u>	<u>spaces</u>	<u>2</u>	<u>spaces</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>
Angle Iron on ditto <u>2 1/2 x 2 1/2 x 5/16</u>	<u>4</u>	<u>4</u>	<u>7</u>	<u>4 1/2 x 3 1/2 x 7</u>
Tie Plates fore and aft, outside Hatchways	<u>10</u>	<u>8</u>	<u>10</u>	<u>8</u>
Diagonal Tie Plates on Beams No. of Pairs	<u>Nil</u>			
Planksheer material and scantling				<u>Gutter gunwale</u>
Waterways do. do.				<u>3 1/2 yellow pine</u>
Flat of Upper Deck do. do.				<u>Screw bolts and nuts</u>
How fastened to Beams <u>Galvanized Iron</u>				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantlings				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>26</u>	<u>7</u>	<u>26</u>	<u>7</u>
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
Angle Irons on ditto, No. <u>3</u> <u>4 x 4 x 7/16</u> <u>3 1/2 x 3 1/2 x 7</u> <u>3 1/2 x 3 1/2 x 7</u>				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.	<u>1 3/4</u>	<u>boards</u>		
Main piece of Rudder, diameter at head do. at heel	<u>5</u>		<u>5</u>	
Can the Rudder be unshipped afloat?	<u>Yes</u>			
Bulkheads No. <u>4</u> Thickness of <u>4/16</u>				
Height up <u>Upper deck</u>				
How secured to sides of ship <u>between double frames</u>				
Size of Vertical Angle Irons <u>3 x 2 1/2 x 3/4</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>			

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Iron, Beater's path Pall Bitt Iron

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 near middle line to stringer in hold 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 1/4 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.
 Butts of 2 Strakes at Bilge for 1/2 length, treble 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 2 3/4 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 3/4 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for 1/2 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? treble & double
 Waterway, how secured to Beams Gutter gunwale (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Burred down ends No. of Breasthooks, 3 Crutches, 2 Transoms
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. Chambers by Houston M. S. Co
 Manufacturer's name or trade mark, Plates &c Houston M. S. Co

The above is a correct description.
 Builder's Signature, Osbourne Graham & Co Surveyor's Signature, S. Martindale James Osbourne



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? Yes
 Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes very well
 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 and 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

11586 Iron

Vessel commenced previous to July 1872

No.	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	270	1 1/2	34	1 1/16	34	Bowers	1	14.2.20	16.5.2.14	16.3.0	18.0.0.0
	Fore Top Sails,	(Machine where Tested, date, and name of Superintendent.)	one sample tested to 26 1/2 tons per inch strain for 1 1/2, marked R.W.C and signed by John Gattines Test-master										
	Fore Topmast Stay Sails	Hempen Stream Cable	80	7				Stream	1	16.3.26	18.5.0.0	16.3.0	18.0.0.0
	Main Sails,	Hawser chain	60	7 1/2						16.3.0	18.0.2.14	14.0.24	15 1/2 20
	Main Top Sails,	Towlines	90	8									
	and	Warp	70	5									
		quality						Kedges	1	3.2.0		3.2.0	
									1	1.3.14		1.3.0	

Standing and Running Rigging Wire Shump sufficient in size and good in quality. She has 2 Long Boats and 2 others 9/3/83
 The Windlass is Hanfield Porter's pat. Capstan and Rudder and Pumps 2 metal & good

Engine Room Skylights.—How constructed? Leak haming on Poop How secured in ordinary weather? Thumb Screws
 What arrangements for deadlights in bad weather? Leak shutters with thick glass of circular form, fitted

Coal Bunker Openings.—How constructed? wood scuttles How are lids secured? Hotch Bar Height above deck? 6 ins
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 3 Scuppers and 3 Ports on each side

Cargo Hatchways.—How formed? Iron plate Cornings and Headbedges
 State size Main Hatch 21' 10" x 10 x 30" high Forehatch 7' 4" x 10' 8" x 30" high Quarterhatch 18' x 8' x 12" high

If of extraordinary size, state how framed and secured?
 What arrangement for shifting beams?

Hatches, If strong and efficient? Yes

Order for Special Survey No.	DATES of	1st.
2376	1st June 1872	On the several parts of the frame, when in place, and before the plating was wrought. <u>Build under</u>
	2nd	On the plating during the progress of riveting <u>and surveyed 1872 Mch 26 Apl 3 20 23 26 30 May 27 10 14 17 20 25</u>
	3rd	When the beams were in and fastened, and before the decks were laid <u>20 30 June 4 6 8 11 13 15 17 19 21 23 25 July 1 5 10 16 24 Aug 1 4 7 14 26</u>
	4th	When the ship was complete, and before the plating was finally coated or cemented <u>24 30 Sept 4 10 17 21 27 Oct 2 3 11 22 29 Nov</u>
	5th	After the ship was launched and equipped <u>6 12 18 25 Jan 28 Feb 4 5 11 14 15 20 22 Mch 6 8 27 June 16 July 20</u>

General Remarks, This vessel is constructed with a full poop and top-gallant fore-castle the Poop including the covering in of Engine & Boiler spaces, is about 119 ft in length, and the Fore-castle about 24 ft in length. A ballast-tank is fitted in the after hold, extending from Engine-room bulkhead, aft, to within 3 spaces of frames of the after bulkhead about 55 ft, and one in the fore hold, extending from foremost Bulkhead of Engine-room forward, about 44 feet in length, constructed in the usual manner with longitudinal girders, as per Section, with bracket-plates below & angle iron knees above, as compensation for cutting the reverse bars in way of Tanks at-side.

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

How are the surfaces preserved from oxidation? Inside Portland Cement to upper tier Outside 3 Coats of paint

I am of opinion this Vessel should be Classed GOVT of 1872 and paint above

The amount of the Entry Fee ... £ 5 : - is received by me.
 Special ... £ 41 : 8 : -
 Certificate ... : : -

(Travelling Expenses) (if any) £

Committee's Minute 8th August 1873

Character assigned GOVT 1873 100 1 over M. C.

53
41
99
198
204

James Selivan 2019
 This vessel address to be
 slip the the classed 90 1/2
 provide the size of the
 5 covered, instead of 5
 Lloyd's Register
 Foundation
 7/8/73