

IRON SHIPS.

Official Number 69.288

No. 23896 Survey held at Liverpool Date, First Survey Dec 12/73 Last Survey Aug 13 1873

On the Ship "Deva" Master Chelver

Age under 170.08
Spar Deck, King Deck, Prop, or Qr. Dk. 22, 82
Tousses 4.84
Forecastle Iron
Tonnage 797.94
Space, (Rule) 36.55
Tonnage, (Rule) 781.19
Tonnage, (Beam) 781.19
Tonnage, as a, cut on Beam

ONE OR TWO DECKED, SPAR, OR AWNING-DECKED VESSELS.
Half moulded breadth 15.85
Depth from upper part of Keel to top of Upper Deck Beams 21.85
Girth of Half Midship Frame (as per Rule) 32.30
1st Number 70.0 Length 174.25
2nd Number 12337.50
Depths to Length 8 to 9 times

Built at L'pool
When built 1873 Launched May 13
By whom built Royden & Son
Owners J. P. Walmsley
Port belonging to L'pool
Destined Voyage S. America
If Surveyed while Building, Afloat, or in Dry Dock. During the whole time of building & fitting out.

on deck Rule 176 3 Moulded Breadth 15 1/2 Depths from top of Floors to Upper and Main Deck Beams, as per Rule 20 0 Power of Engines, Horse. N° of Decks, One N° of Tiers of Beams 2

	Inches in Ship	Inches required per Rule		Inches in Ship	Inches required per Rule
if bar iron, depth and thickness	9 x 2 3/8	8 x 2 3/8	Flat Iron Plates, breadth and thickness	30	30
if centre through plate, depth and thickness	7 x 2 3/8	7 x 2 3/8	Plates in Garboard Strakes, breadth and thickness	30	30
if bar iron, moulding and thickness	7 x 2 3/8	7 x 2 3/8	Do. from Garboard to upper part of Bilges	30	30
post for Rudder do. do.	7 x 2 3/8	7 x 2 3/8	Do. of doubling at Bilge, or increased thickness, and length applied	30	30
post for Propeller	22	22	Do. fm up. part of Bilge to lr. edge of Sh'rstrake	30	30
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22	Do. Main Sheerstrake, breadth and thickness	36	36
Names, size of Angle Iron, for 3/4 length amidships	4 1/2 x 3	4 1/2 x 3	Do. of d'bling at Sh'rstrake, & length applied	36	36
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	Do. from Mn. to Up. or Spar Dk. Sh'rstrake	36	36
Reversed Frames, size of Angle Iron	3 x 3	3 x 3	Do. Up. or Spar Dk Sh'rstrake, brdth & thickness	36	36
Floors, depth and thickness of Floor Plate at mid line for half the length amidships	22	21 1/2	Butt Straps to outside plating, breadth & thickness	10 x 15	10 x 15
Do. at the ends	22	21 1/2	Lengths of Plating	11 1/2	11 1/2
Do. do. do. at Bilge Keelson	12	12	Shifts of Plating, and Stringers	well shifted	well shifted
Do. height extended at the Bilges	44	44	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	36 1/2	36 1/2
Beams, Upper, Spar, or Awning Deck (No.) single or double Angle Iron, Plate or Tee Bulb Iron	8	8	Angle Iron on ditto	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Single or double Angle Iron on Upper edge	8	8	Tie Plates (fore and aft), outside Hatchways	9	9
Average space	44	44	Diagonal Tie Plates on Beams (No. of Pairs)	None	None
Beams, Main or Middle Deck (No.) single, or double Angle Iron, Plate or Tee Bulb Iron	8	8	Planksheer material and scantling	Iron gutterway	Iron gutterway
Single, or double Angle Iron, on Upper Edge	8	8	Waterways do. do.	3 1/2 Pine	3 1/2 Pine
Average space	44	44	Flat of Deck do. do.	3 1/2 Pine	3 1/2 Pine
Beams, Lower Deck, Hold or Orlop (No.) single or double Angle Iron, Plate or Tee Bulb Iron	8	8	How fastened to Beams	Not secured bolts galvanised	Not secured bolts galvanised
Single or double Angle Iron on Upper Edge	8	8	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	19 1/2	19 1/2
Average space	44	44	(Is the Stringer Plate attached to the outside plating?)	Yes	Yes
Keelson Centre line, single or double plate, box, or Intercoastal, size of Plates	13	13	Angle Irons on ditto (No.)	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Do. Bulb Plate to Intercoastal Keelson	8	8	Stringer or Tie Plates, outside Hatchways	9	9
Do. Size of Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Diagonal Tie Plates on Beams (No. of pairs)	None	None
Do. Side Intercoastal Keelson, size of Plates	8	8	Waterways materials and scantlings	3 1/2 Pine	3 1/2 Pine
Do. Angle Irons on tops of Floors	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Flat of Deck do. do.	3 1/2 Pine	3 1/2 Pine
Do. Bilge Keelson, Bulb Iron	8	8	How fastened to Beams	Not secured bolts galvanised	Not secured bolts galvanised
Do. do. Intercoastal plates riveted to plating for length	8	8	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	19 1/2	19 1/2
Do. do. Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	(Is the Stringer Plate attached to the outside plating?)	Yes	Yes
Side Stringers (No.) size of Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Angle Irons on ditto (No.)	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Do. Intercoastal plates riveted to plating for length	8	8	Stringer or Tie Plates, outside Hatchways	9	9
			Flat of Deck do. do.	3 1/2 Pine	3 1/2 Pine
			Ceiling betwixt Decks, thickness and material	2 1/2 Pine	2 1/2 Pine
			Do. in hold do. do.	2 1/2 Pine	2 1/2 Pine
			Main piece of Rudder, diameter at head	5	4 3/4
			Do. do. at heel	3	2 3/4
			(Can the Rudder be unshipped afloat? Yes)		
			Bulkheads No. 1 Thickness of Plates	6	6
			Do. Height up to upper deck		
			Do. How secured to the sides of the ship	Single frame & brackets	Single frame & brackets
			Do. Size of Vertical Angle Irons, and their distance apart	3 x 3 1/2	30 in
			Do. Are the outside Plates doubled two spaces of Frames in length?	Yes	Yes

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

Knight-heads Iron Hawse Timbers Iron

Windlass G. Heart Pall Bitt

The Frames extend in one length from Keel to Gunwale Riveted through plates with (3/4 in.) Rivets, about 5" apart.

The Reverse Angle Irons on the floors and frames extend from the middle line to hold beams, and to gunwale alternately

Keelsons. Are the various lengths of Plates and Angle Irons properly connected? Yes And are their butts properly shifted? Yes

Plates, Garboard, double or Riveted to Keel, double or at upper edge, with Rivets (1/4 in.) diameter, averaging (3/2 ins.) from centre to centre.

Do. Edges from Garboards to upper part of Bilge, worked Clencher, double or single Riveted; with Rivets (1/4 in.) diameter, averaging (2 3/4 ins.) from centre to centre.

Do. Butts from Keel to turn of Bilge, worked carvel with butt straps to strakes (8.9-10) thick, double or single Riveted; with Rivets (3/4 in.) diameter averaging (2 1/2 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 2 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/4 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 (3/4 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 to gunwale bar At lower edge double

Do. Butts from Bilge to Main Sheerstrake, worked Carvel with Butt Straps (8.9-10) thick, double or single Riveted; with Rivets (3/4 in) diameter, averaging (2 1/2 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 1/2 length amidships. Breadth of laps of plating in double Riveting (4 1/2) Breadth of laps of plating in single Riveting ()

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & 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? By welded knee plates No. of Breasthooks, 4 Crutches, 4

What description of Iron is used for the Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Consolidated Co. Batterley

Manufacturer's name or trade mark, Consolidated Co. Batterley

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

Builder's Signature, Thos. Royden & Son Surveyor's Signature, Colt Wheeler

11. Sept 1873.

1805

1800-551001

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 11805 Iron
 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? 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? None

Her Masts, Bowsprit, Yards, &c., are in Good condition, and sufficient in size and length. If they are 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, show the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name. Bowsprit 18 ft long, iron

State also Length and Diameter of Lower Masts and Bowsprit Fore Mast 54 x 25. Main Mast 57 x 25. Mizen Mast 50 x 25 - lengths given above

Fore & Main Masts formed of 2 plates in dia 6/16 thick, with 3 angle iron 4 x 3 x 7/16 } seams single riveted, butts & treble straps fitted outside
Mizen Mast " " " 6/16 - 4 5/16 " 3 " " 3 1/2 x 3 x 6/16
Bowsprit " " " 6/16 " 3 " " 4 x 3 x 7/16
Fore & Main Yards, also Cross Jack B. & P. fore, Main & Mizen topsail Yards - formed of 2 plates in dia - 3.4.5 x 6/16 thick
Two angle irons in each 2 1/2 x 2 1/2 x 6/16 - seams single riveted & butts double.

No.	SAILS.	CABLES, &c.	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 per
			272	19/16	44	19/16	43.10						
	Fore Sails,	Chain							548	24.0.12	23.19.2.21	23.2.0	23.
	Fore Top Sails,	Chain							550	20.1.0	20.19.1.14	23.2.0	23.
	Fore Topmast Stay Sails	Chain							538	23.2.24	23.13.3.0	19.3.25	21.
	Main Sails,	Chain											
	Main Top Sails,	Chain											
		Warp											
		All of best quality.											

Her Standing and Running Rigging Wire & hemp sufficient in size and best in quality. She has four Long Boatsand in good order
 The present state of the Windlass is Good Capstans 2 Good and Rudder Good Pumps - iron Good

Engine Room Skylights. - How constructed? --- How secured in ordinary weather? ---

What arrangements are there for deadlights in such for bad weather? ---

Coal Bunker Openings. - How constructed? --- How are lids secured? --- How high above 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
By side ports formed in bulwarks

Cargo Hatchways. - How formed? Iron plated State size 11 ft x 7 ft

If of extraordinary size, state how framed and secured? Not extraordinary size

What arrangement for shifting beams? ---

Hatches, themselves, whether strong and efficient? Yes **Main Hatchways.** - State size 11 ft x 7 ft

Order for Special Survey No. 560 DATES OF
 Date 9/1/73 Surveys held
 Order for Ordinary Survey No. --- while building
 Date --- as per
 No. --- in builder's yard. Section 18.
 1st. On the several parts of the frame, when in place, and before the plating was wrought During the
 2nd. On the plating during the progress of riveting ---
 3rd. When the beams were in and fastened, and before the decks were laid Whole time of
 4th. When the ship was complete, and before the plating was finally coated or cemented ---
 5th. After the ship was launched and equipped Building & fitting out

General Remarks,

The side plating of raised quarter is 6/16 thick - beams 2 x 7/16 Tee bulb iron, stringer plates 32 x 7/16, tie plates 9 x 7/16, & deck of Pine 3 1/2" thick.
 There are two pairs of diagonal tie plates 9 x 7/16 fitted on hold beams abreast of fore & main masts, & she is well built & fully equipped -

In what manner are the surfaces preserved from oxidation? Inside Portland Cement & Paint Outside Paint.

I am of opinion this Vessel should be Classed 100 A 1

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

Special £ 39 : 18 : " 4/9/73
 Certificate : ---

J. C. Wheeler

(Travelling Expenses) (if any) £ ---

Committee's Minute Liverpool, 12th September, 1873.

Character assigned 100 A 1 - Built under Special Survey
A.C.P. Com-73.
 Lloyd's Register Foundation

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