

# IRON SHIP.

Rec 10/11/73

No. 4233 Survey held at Hull  
On the SS Steamer "Lorne"

Date, First Survey 26<sup>th</sup> July 72 Last Survey 29<sup>th</sup> Oct 73

Yard Number 15 Master Martin

TONNAGE under Deck 917.91  
Ditto of Third, Spar, or Awning Deck.  
Ditto of Poop, or Raised Deck 229.26  
Ditto of Houses on Deck 1.70  
Ditto of Forecastle 35.13  
Gross Tonnage 1186.80  
Less Crew Space  
Less Engine Room 349.77  
Registered Tonnage as at on Beam 763.20

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.  
HALF BREADTH (moulded) 15.5  
DEPTH from upper part of Keel to top of Upper Deck Beams 17.4  
GIRTH of Half Midship Frame (as per Rule) 30.0  
1st NUMBER 62.9  
1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet  
LENGTH 240.0  
2nd NUMBER 15070  
PROPORTIONS—Breadths to Length under 8  
Depths to Length—Upper Deck to Keel  
Main Deck ditto 13.8

Built at Hull  
When built 1873 Launched 29<sup>th</sup> March  
By whom built Gilbert & Cooper  
Owners Messrs Bailey & Leatham  
Port belonging to Hull  
Destined Voyage Kronenberg  
If Surveyed while Building, Afloat, or in Dry Dock.  
Special Survey

LENGTH on deck as per Rule 240 Breadth Moulded 30 Depth top of Floors to Upper Deck Beams 15 Power of Engines 98 N° of Decks with flat laid one N° of Tiers of Beams one

Dimensions of Ship per Register, length 241.7 breadth 30.9 depth 15.85

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8
KEEL, moulding and thickness	8 x 2 3/8	7 1/2 x 2 3/8
TERN-POST for Rudder do. do.	10 1/4 x 4	7 1/2 x 4 3/4
for Propeller	10 3/8 x 4	23
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	(Class 90A)
FRAMES, Angle Iron, for 1/2 length amidships	4 x 3 1/6	4 x 3 1/6
Do. for 1/2 at each end	4 x 3 1/6	4 x 3 1/6
REVERSED FRAMES, Angle Iron	3 x 3 1/6	3 x 3 1/6
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	1 1/2 x 8 1/6	1 1/2 x 8 1/6
thickness at the ends of vessel	8 1/6	7 1/6
depth at 1/2 the half-bdth. as per Rule	8 1/6	8 3/4
height extended at the Bilges	3 1/2	2 1/2
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	5 x 3 1/6	5 x 3 1/6
Single or double Angle Iron on Upper edge	23	46 inches
Average space	23	46 inches
BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	5 x 3 1/6	5 x 3 1/6
Single or double Angle Iron on Upper edge	23	46 inches
Average space	23	46 inches
BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron	5 x 3 1/6	5 x 3 1/6
Single or double Angle Iron on Upper edge	23	46 inches
Average space	23	46 inches
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	22 x 7 1/6	21 x 7 1/6
Rider Plate	8 x 7 1/6	7 1/2 x 7 1/6
Bulb Plate to Intercoastal Keelson	5 x 3 1/6	5 x 3 1/6
Angle Irons	5 x 3 1/6	5 x 3 1/6
Double Angle Iron Side Keelson	17 x 7 1/6	17 x 7 1/6
Side Intercoastal Plate	5 x 3 1/6	5 x 3 1/6
do. Angle Irons	3 x 3 1/6	3 x 3 1/6
Attached to outside plating with angle iron	3 x 3 1/6	3 x 3 1/6
BILGE Angle Irons	5 x 3 1/6	5 x 3 1/6
do. Bulb Iron	7 1/2 x 7 1/6	7 1/2 x 7 1/6
do. Intercoastal plates riveted to plating for length	5 x 3 1/6	5 x 3 1/6
BILGE STRINGER Angle Irons	5 x 3 1/6	5 x 3 1/6
Intercoastal plates riveted to plating for length	5 x 3 1/6	5 x 3 1/6
SIDE STRINGER Angle Irons	5 x 3 1/6	5 x 3 1/6

Flat Keel Plates, breadth and thickness  
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 20 ft. 6 in.  
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.  
Up. or Spar Dk Sh'rstrake, brdth & thickness  
Butt Straps to outside plating, breadth & thickness  
Lengths of Plating  
Shifts of Plating, and Stringers  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness  
Angle Iron on ditto  
Tie Plates fore and aft, outside Hatchways  
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling  
Waterways do. do.  
Flat of Upper Deck do. do.  
How fastened to Beams  
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. 2-4x4x7/16  
Tie Plates, outside Hatchways  
Diagonal Tie Plates on Beams, No. of pairs  
Waterways materials and scantlings  
Flat of Middle Deck do. do. non plating  
How fastened to Beams  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No. see section  
Stringer or Tie Plates, outside Hatchways  
Flat of Lower Deck  
Ceiling betwixt Decks, thickness and material in hold do. do.  
Main piece of Rudder, diameter at head do. at heel  
Can the Rudder be unshipped afloat?  
Bulkheads No. five Thickness of plates  
Height up to Main Deck  
How secured to sides of ship double frames & Broad Beams  
Size of Vertical Angle Irons 3x3x7/16 and distance apart 30 ins.  
Are the outside Plates doubled two spaces of Frames in length?

Transoms, material. Knight-heads. Hawse Timbers. Iron  
Vindlass Patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 7" apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to Hold Beams 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 1/16 in. diameter, averaging 5 3/8 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 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre to centre.

Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 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 5" Breadth of laps of plating in single riveting 5"

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Angle irons properly shifted & riveted

Waterway, how secured to Beams (Explain by Sketch, if necessary.)

Frames of the various Decks, how secured to the sides Welded knees riveted to frames No. of Breasthooks, Four Crutches, Iron

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Hull Iron Butterley

Manufacturer's name or trade mark, L. Boulfield

The above is a correct description.

Builder's Signature, Gilbert & Cooper

Surveyor's Signature, M. Davidson

Lloyd's Register  
Foundation

IRON 455-0337



Workmanship. Are the butts of plating planed or otherwise fitted? Yes  
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  
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? Yes. A few at Stem riveting in way of Butts

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

12020 Iron

NUMBER for EQUIPMENT <u>16547</u>		Fathoms.	Inches.	Test per Certificate.	In. req'd per Rule.	Test req'd per Rule.	ANCHORS, N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wt. req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.		24 1/2 fms 3 1/4 1 1/4 40 1/2 Lons 18 1/6 40 1/2 20 1/2			Bowers &c.		21.0.0 21.13.1.21 21.0.0 21.12.2.0 17.3.11 18.18/20		
	Fore Sails,	Chain <u>Slings from each Chain Butte at 55 1/2"</u>		<u>Lloyd's Lipton Perry House dated 19<sup>th</sup> March 1903</u>			(Machine where Tested, date, and name of Superintendent.)		<u>Lloyd's Lipton Perry House dated 20<sup>th</sup> March 1903</u>		
	Fore Top Sails,	Machine where Tested, date, and name of Superintendent.		<u>Lloyd's Lipton Perry House dated 19<sup>th</sup> March 1903</u>			Stream		1 7.2.0 9.13.3.0 9.0.0		
	Fore Topmast Stay Sails	Hempen Stream Cable		90 15			Kedges		2 3.3.0 8.3.0.14 4.2.0		
	Main Sails,	Hawser		90 9					2 2.0.14 4.12.2.0 2.1.0		
	Main Top Sails,	Towlines		90 10							
	and other as by?	Warp		90 5 1/2							
		quality <u>good</u>									

Standing and Running Rigging Don't keep sufficient in size and good in quality. She has 2 Life Boats and three others

The Windlass is Starfield's Capstan Iron and Rudder good Pumps good

Engine Room Skylights. How constructed? Don't bring with Tank top & Bull top light How secured in ordinary weather? —

What arrangements for deadlights in bad weather? with Tarpaulins

Coal Bunker Openings. How constructed? Iron How are lids secured? with Bolt passing through Height above deck? 9"

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Lock and gangways also scuppers

Cargo Hatchways. How formed? of iron Comings 20 inches above deck

State size Main Hatch 26 x 10 feet Forehatch 11 ft 6 x 4 ft Quarterhatch 24 ft 9" x 10 feet

If of extraordinary size, state how framed and secured? with two shifting Beams at large hatchways and

What arrangement for shifting beams? properly stanchioned

Hatches, If strong and efficient? Yes

Order for Special Survey No. 123 DATES of 1st. On the several parts of the frame, when in place, and before the plating was wrought Feb 26<sup>th</sup> March 15<sup>th</sup>  
Date 19<sup>th</sup> Dec 1901 Surveys held 2nd. On the plating during the progress of riveting Apr 9. 12. 16. 25<sup>th</sup> May 6. 9. 13. 15. 23. 28. 30<sup>th</sup> June 4. 6. 11.  
Order for Ordinary Survey No. — while building 3rd. When the beams were in and fastened, and before the decks were laid July 25. 12. 16. 20. 22. 30<sup>th</sup> Aug 5. 10. 13.  
Date — as per 4th. When the ship was complete, and before the plating was finally coated or cemented Sept 3. 14. 25<sup>th</sup> Oct 3. 14. 2  
No. 15 in builder's yard. Section 18. 5th. After the ship was launched and equipped Nov 18. 26<sup>th</sup> Dec 4<sup>th</sup> 13. 19<sup>th</sup> 1899. Jan 9. 29<sup>th</sup> Feb 6. 27<sup>th</sup> Mar  
Apr 4. 16. 28<sup>th</sup> May 9. 15. 29<sup>th</sup> June 5<sup>th</sup> 24. 26<sup>th</sup> July 2. 8. 16. 22<sup>nd</sup> Aug 12. 19. 29<sup>th</sup> Sept 1. 3. 8. 15. 18. 25<sup>th</sup>  
Oct 1. 8. 14. 17. 21. 23. 28<sup>th</sup> 29<sup>th</sup> 1893

General Remarks,

Is finished with a long Poop extending over the Engine & Boiler  
Space, plating 1/6 Butts double edges single riveted stemstrake doubled  
at front of Poop for 20 feet in length  
Topgallant Forecastle plating 1/6 Butts double edges single riveted

Is sister vessel to the "Argyle" report No 4218 - The only differ  
ence being that the spacing of the "Argyle's" frames forward are 11 1/2"  
to the collision bulkhead, & the present vessel like  
"Lorne" has the plating from Stem to abash Collision  
Bulkhead doubled

State if one, two or three decked vessel, or if spar or running decked, and lengths of poop, 116.3 ft forecabin, 28.9 ft or raised quarter deck, or of double or part double bottom

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

I am of opinion this Vessel should be Classed 90 A 1

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

Special ... £ 53 : 11 : 6

Certificate ... — : — : —

(Travelling Expenses)  
(if any) £ —

Committee's Minute 11<sup>th</sup> Nov<sup>r</sup> 18<sup>th</sup> 1903

Character assigned 90 A 1

A.P.P.  
M.C.

M. Davidson  
The usual app  
the ship is a  
90 A 1 as acc  
the said  
Lloyd's Reg  
W. H. Bounder  
1903