

## IRON SHIP.

Reg 19/2/74

No. 12306 Survey held at South Shields Date, First Survey 24 June Last Survey 18 Dec 1873

On the Iron Ship S.S. "Magdalena Vicenta" Yard Number 99 Master G. de Anduira

TONNAGE under Deck 137.39

Ditto of Third, Spar, or Awning Deck.

Ditto of Poop, or Raised Qr. Dk.

Ditto of Houses on Deck 14.52

Ditto of Forecastle

Gross Tonnage 151.91

Less Crew Space 7.67

144.24

Less Engine Room 48.61

Register Tonnage as cut on Beam 95.63

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) 9.6

DEPTH from upper part of Keel to top of Upper Deck Beams 11.0

GIRTH of Half Midship Frame (as per Rule) 17.10

1st NUMBER 38.33

1st NUMBER, if a THREE DECKED VESSEL

deduct 7 feet

LENGTH 109

2nd NUMBER 41.77

PROPORTIONS—Breadths to Length 5.7

Depths to Length—Upper Deck to Keel 9.9

Main Deck ditto

Built at South Shields

When built 1873 Launched 4<sup>th</sup> Oct 1873

By whom built J. Softley &amp; Co.

Owners Roman de Anduira

Port belonging to Bilbao

Destined Voyage Santander

If Surveyed while Building, Afloat, or in Dry Dock.

While building

LENGTH on deck as per Rule 109 0 Breadth—Moulded 19 0 DEPTH top of Floors to Upper Deck Beams 10 0 1/2 Power of Engines 20 Horse. No. of Decks with flat laid one No. of Tiers of Beams one

Dimensions of Ship per Register, length, 110.4 breadth, 19.05 depth, 9.85

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	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	7 1/2	6 3/4 x 1 1/2	6 3/4 x 1 1/2	6 x 1 1/2	6 3/4 x 1 1/2	6 x 1 1/2						
STEM, moulding and thickness	6 3/4 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 3/4 x 1 1/2	6 x 1 1/2						
STERN-POST for Rudder do. do.	6 3/4 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 x 1 1/2	6 3/4 x 1 1/2	6 x 1 1/2						
for Propeller	21	21	21	21	21	21						
Distance of Frames from moulding edge to moulding edge, all fore and aft	21	21	21	21	21	21						
FRAMES, Angle Iron, for 3/4 length amidships	3	2 1/2	5	3	2 1/2	5						
Do. for 1/2 at each end	3	2 1/2	5	3	2 1/2	5						
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	4	2 1/2	2 1/2	4						
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	11 1/2	11 1/2	5	11 1/2	11 1/2	5						
thickness at the ends of vessel	6	5 3/4	4	6	5 3/4	4						
depth at 3/4 the half-bdth. as per Rule	27	23	4	27	23	4						
height extended at the Bilges	5	3	4	5	3	4						
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	5	3	4	5	3	4						
Single or double Angle Iron on Upper edge	42	42	4	42	42	4						
Average space	42	42	4	42	42	4						
BEAMS, Main or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	5	3	4	5	3	4						
Single or double Angle Iron, on Upper Edge	42	42	4	42	42	4						
Average space	42	42	4	42	42	4						
BEAMS, Lower Deck, Hold or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	5	3	4	5	3	4						
Single or double Angle Iron on Upper Edge	42	42	4	42	42	4						
Average space	42	42	4	42	42	4						
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	9	7	8 1/2	9	7	8 1/2						
Rider Plate	6 1/2	6	6 1/2	6 1/2	6	6 1/2						
Bulb Plate to Intercoastal Keelson	3	3	6	3	3	6						
Angle Irons	3	3	6	3	3	6						
Double Angle Iron Side Keelson	3	3	6	3	3	6						
Side Intercoastal Plate	3	3	6	3	3	6						
do. Angle Irons	3	3	6	3	3	6						
Attached to outside plating with angle iron	3	3	6	3	3	6						
BILGE Angle Irons	3	3	6	3	3	6						
do. Bulb Iron	3	3	6	3	3	6						
do. Intercoastal plates riveted to plating for 3/4 length	3	3	6	3	3	6						
BILGE STRINGER Angle Irons	3	3	6	3	3	6						
Intercoastal plates riveted to plating for length	3	3	6	3	3	6						
SIDE STRINGER Angle Irons	3	3	6	3	3	6						

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Long Oak Pall Bitt Dandy Oak

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend across middle line to upper turn of bilge on and to every frame 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 1/8 in. diameter, averaging 1 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 3/4 ins. from centre to centre.

Butts of one Strake at Bilge for half length, double 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 5/8 in. diameter, averaging 2 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 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, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting 3 1/4 x 4 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble &amp; Double riveted.

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

Beams of the various Decks, how secured to the sides? Knee plates riveted to beams and frames. No. of Breasthooks, four Crutches, three

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &amp;c.? Angles J. Elliott &amp; Co.

Manufacturer's name or trade mark, and Hopkins &amp; Gilkes, Middlesbrough; Plates St. John's malleable Iron Company

The above is a correct description.

Builder's Signature,

Surveyor's Signature,

J. H. Cooke.

Lloyd's Register Foundation



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 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 ✓ 12363 Ln

NUMBER for EQUIPMENT <u>4177</u>		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr 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>one full suit</i>	SAILS.	<u>122-1/4</u>		<u>3/4</u>	<u>10-2/20</u>	<u>120-1/16</u>	<u>10-2/20</u>					
	Fore Sails,	Chain ...		<u>Breaking Strain 15-2/20</u>			Bowers ...	<u>1</u>	<u>4.2.23</u>	<u>7.2.2.0</u>	<u>4.1.0</u>	<u>6-12/20</u>
	Fore Top Sails,	<i>(State Machine where Tested, Date, &amp; name of Superintendent.)</i>		<u>Lloyd's P.H. Tipton. Saml. Tregenna. Suft.</u>			<i>(State Machine where Tested, Date, and name of Superintendent.)</i>	<u>1</u>	<u>4.1.0</u>	<u>6.12.2.0</u>	<u>4.1.0</u>	<u>6-12/20</u>
	Fore Topmast Stay Sails	<u>Hemp Strm Cbl</u>		<u>90</u>	<u>9/16</u>	<u>90-9/16</u>						
	Main Sails,	Hawser ...		<u>90</u>	<u>1</u>	<u>1</u>	Stream ...	<u>1</u>	<u>1.2.19</u>		<u>1.2.0</u>	
	Main Top Sails,	Towlines ...		<u>75</u>	<u>3-1/2</u>		Kedges ...	<u>1</u>	<u>0.3.8</u>		<u>0.3.0</u>	
and Rigging wire		Warp ...		<u>75</u>	<u>3</u>							
		quality <u>good.</u>										

Standing and Running Rigging Hemp sufficient in size and good in quality. She has one Long Boat and one Skiff

The Windlass is Good Capstan and Rudder Good Pumps Good.

Engine Room Skylights.—How constructed? Iron Cornings & 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? Cast iron rims How are lids secured? By Studs Height above deck? 10 in.

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

Cargo Hatchways.—How formed? Iron cornings & headledges.

State size Main Hatch 17'6" x 8 ft. Forehatch 3'6" x 4 ft. Quarterhatch 7 ft. x 5 ft.

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

What arrangement for shifting beams? Two iron shifting beams, and wood fore & afters.

Hatches, If strong and efficient? yes.

Order for Special Survey No. <u>99</u>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Spilt under Special Survey</u>
Date <u>27 May 1874</u>		2nd. On the plating during the process of riveting	<u>1873 June 24. July 2. 7. 12. 16. 21. 28.</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>Aug 7. 11. 15. 19. 22. 27. 30. Sept 3. 8.</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>15. 20. 23. 26. 30. Oct 4. 16. Nov 3. 10.</u>
No. <u>99</u> in builder's yard.		5th. After the ship was launched and equipped	<u>Dec 10. 18.</u>

#### General Remarks,

This is a one decked vessel, with a Bridge house amidships 14 feet in length. She is built in accordance with the midship section attached.

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 & Paint Outside Paint

I am of opinion this Vessel should be Classed 90 A1.

The amount of the Entry Fee ... £ 2 : : : is received by me,

Special ... £ 8 : 10 : 18 May 1874

Certificate ... : : : :

(Travelling Expenses)  
(if any) £ —

Committee's Minute 20th Feb 1874

Character assigned 90 A1

J. H. Cooke.

This vessel is built in accordance with the approved midship section and appears eligible to be classed

90 A1, as recommended

Lloyd's Register

Foundation