

Rec 12/11/74

On the *Barge Cape Finisterre* now Henry Master *J. Bryson*

ONE, OR TWO DECKED, THREE DECKED VESSEL.		
SPAR, OR AWNING DECKED VESSEL.		
HALF BREADTH (moulded)		Feet. 16.50
DEPTH from upper part of Keel to top of Upper Deck Beams		20.95
GIRTH of Half Midship Frame (as per Rule)		32.79
1st NUMBER		70.24
1st NUMBER of a THREE DECKED VESSEL		
	[deduct 7 feet	
LENGTH		108.58
2nd NUMBER		13.24
PROPORTIONS—Breadths to Length		5.70
Depths to Length—Upper Deck to Keel		8.99
Main Deck ditto		

Built at Glasgow
When built 1874 Launched 2^d Octob^r
By whom built Thomas King & Co^{rs}
Owners A. Syle House
Port belonging to Greenwich
Destined Voyage Tasmania
If Surveyed while Building, Afloat, or in Dry Dock.

Dimensions of Ship per Register, length, 148.5 breadth, 33.3 depth, 18.65

	in Ship.	in Ship.	required	required
Flat Keel Plates, breadth and thickness	30	10	30	10
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	36	7	36	7
fm up. part of Bilge to h. edge of Sh'rstrake	36	7	36	7
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from M ^o to Up ^r or Spar D ^o Sh'rstrake	12 1/2	11	12 1/2	11
Up ^r or Spar D ^o Sh'rstrake, breadth & thickness				
Butt Straps to outside plating, breadth & thickness	14 1/2 x 12 1/2	14 1/2 x 12 1/2	14 1/2 x 12 1/2	14 1/2 x 12 1/2
Lengths of Plating	See Spaced	See Spaced	See Spaced	See Spaced
Shifts of Plating, and Stringers	Two spaced	Two spaced	Two spaced	Two spaced
Gunwale Plate on ends of Awning Spar on Upper Deck Beams, breadth and thickness...	38	7	38	7
Angle Iron on ditto	5 x 3 1/2 x 7	5 x 3 1/2 x 7	5 x 3 1/2 x 7	5 x 3 1/2 x 7
Tie Plates fore and aft, outside Hatchways	9	9	9	9
Diagonal Tie Plates on Beams, No. of pairs				
Plank-sheer material and scantling				
Waterways do. do. <i>do. Cutters</i>				
Flat of Upper Deck do. <i>do. Yellow pine</i>	3 1/2		3 1/2	
How fastened to Beams	Paul & screw bolt			
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
<i>Is the Stringer Plate attached to the outside plating?</i>				
Angle Irons on ditto, No.				
Tie Plates, outside Hatchways				
Diagonal Tie Plates on Beams, No. of pairs				
Waterways materials and scantling				
Flat of Middle Deck do. do.				
How fastened to Beams				
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	24 1/2	8	24 1/2	8
<i>Is the Stringer Plate attached to the outside plating?</i>	Yes		Yes	
Angle Irons on ditto, No. 2	3 1/2 x 3 1/2 x 8		3 1/2 x 3 1/2 x 8	
Stringer or Tie Plates, outside Hatchways	9	8	9	8
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.	2 1/2	Spaced + 10 Pine bottom		
Main piece of Rudder, diameter at head do. at heel	5		5	
Can the Rudder be unshipped aloft?	Yes			
Bulkheads No. 1 Thickness of				
Height up	4 1/2		6 1/4	

Windlass Cum gratia & Honore Pall Bitt not required

The **FRAMES** extend in one length from keel to gunwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to top of L. beam angles and to to 9 ft. from alternately

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

PLATING. Garboard, ^{unrein} double riveted to Keel, with rivets 1 in. diameter, averaging 2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging 22 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $9\frac{1}{2}$ ins. from centre to centre.

Butts of same Strakes at Barge for half length, treble riveted with Butt Straps 1/4 thicker than the plates they connect.

Batts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{1}{2}$ ins. from cr. to cr.

Lower Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted.*

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for $\frac{1}{2}$ length amidships. Butts of upper and lower Stringer Plate, double riveted for $\frac{1}{2}$ length amidships.

Breadth of laps of plating in double riveting $\frac{1}{2}$ Breadth of laps of plating $\frac{1}{2}$

(Explain by Sketch, if necessary.)

Beams of the various Decks how secured to the sides? Welded to Beams No. of Breasthooks, 5 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Bulk © 2019

Manufacturer's name or trade mark. *Leach, West & Co. Ltd.*

III. Love is a correct description

Surveyor's Signature, Lawrence

Surveyor to Lloyd's Register of British and Foreign Shipping

FOUNDA

1000 (24/8/74) 120N459-0034



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
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? No 13419 Lm

Masts, Bowsprit, Yards, &c., are Iron & Steel 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

Fore Mast 72' 9" x 25" x ^{6.45}/₁₆ Iron } Three plates in the round edges double, butts double and
Main " 76' 6" x 25" x ^{6.45}/₁₆ } butts riveted double for 10' 6" in way of fastenings and
Mizzen " 74' 6" x 20" x ^{6.45}/₁₆ } fitted with 3 Angles 3 1/2 x 3 1/2 x 7/16 from keel to 20 feet above deck
Bowsprit 41' 3" x 22" x ^{6.45}/₁₆ } Doubled at tanghtheads and fitted with 3 Angles 3 1/2 x 3 1/2 x 7/16 full length

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	ANCHORS.	No.	Weight.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.						Bowers					
Fore Sails,											
Fore Top Sails,											
Fore Topmast Stay Sails											
Main Sails,						Stream		1	10.3.22		10 1/2
Main Top Sails,						Kedges		2	5.1.3		5 1/4
and											

Standing and Running Rigging Iron & Hemp sufficient in size and good in quality. She has one Long Boat and three others

The Windlass is Cameron & Bell's Patent Capstan Good and Rudder Good Pumps 4 Iron (Cast Iron)

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

How are lids secured?

Height above deck?

Coal Bunker Openings. How constructed?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? 4 Scuppers, 3 Ports and 2 Breasting pipes on each side.

Cargo Hatchways.—How formed? Plated & Angle iron

State size Main Hatch 10' 10" x 9' 0" Forehatch 6' 0" x 6' 0" Quarterhatch 7' 3" x 6' 0"

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

What arrangement for shifting beams? Iron

Hatches, If strong and efficient? Solid hatch

Order for Special Survey No. <u>966</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>April 22, 24, 27, 29 May 8, 15, 19, 25 June 2</u>
Date <u>14 March 1874</u>		2nd. On the plating during the process of riveting	<u>5, 10, 16, 26 July 3, 8, 13, 27, 29 August 1</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid	<u>3, 10, 14, 19, 25, 26 September 1, 8, 9, 17, 18, 23</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented	<u>28, 29 October 5, 9, 14, 23, 28, 31 November</u>
No. <u>184</u> in builder's yard.		5th. After the ship was launched and equipped	<u>4, 5, 6, 18/74</u>

General Remarks (State quality of workmanship, &c.) The workmanship is good. The vessel is built in accordance with the approved midship section attached, and is in my opinion eligible to class as recommended.

Fore & Main Yards 70' 0" x 17 1/2" x ^{4.52}/₁₆ Steel. Edges single, butts triple riveted, double for 5' 7" feet in way of slings and fitted with four angles 2 1/2 x 2 1/2 x 7/16 two of which are full length, and other two 13' 0" long.

Fore & Main Lower Topmast Yards 58' 0" x 14 1/2" x ^{3.62}/₁₆ Steel. Edges single, butts triple riveted double for 5' 7" feet in way of slings and fitted with four angles 2 1/2 x 2 1/2 x 7/16 two of which are full length of yards, and other two 13' 0" long.

Poop 24' 0" forward of Main Mast. Forecastle 29' 0" abaft

State if one, two, or three, decked vessel, or if open, or running decked; and the lengths of poop, fore-castle, or raised quarter deck, and the length 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 100 A.1.

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

Special ... £ 46 : 3 : 10th Feb 1874

Certificate ... British

(Travelling Expenses, if any, £ 4 4/2)

Committee's Minute 13th November 1874

Character assigned 100 A.1.

Over

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This vessel appears eligible to be classed as recommended 100 A.1.

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