

IRON SHIP.

Rec 11/1/18

No. 4337 Survey held at Hull Date, First Survey 24 Nov 73 Last Survey 26 Dec 74

On the ship "Carpathian" Yard Number 37 Master Berry

TONNAGE under Tonnage Deck 1314.87 ONE, OR TWO DECKED, THREE DECKED VESSEL.

Ditto of Third, Spar, or Awning Deck. 112.85 SPAR, OR AWNING-DECKED VESSEL.

Ditto of Poop, 22.10 HALF BREADTH (moulded) 18 3/4 Feet.

Ditto of Houses on Deck 36.12 DEPTH from upper part of Keel to top of Upper Deck Beams 25.02

Ditto of Forecastle 14.23 GIRTH of Half Midship Frame (as per Rule) 38.0

Gross Tonnage 1504.23 1st NUMBER 81.3

Less Engine Room 60.27 1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet 74.3

Register Tonnage 1444.01 LENGTH 228

as cut on Beam 18536 2nd NUMBER 5.9

PROPORTIONS—Breadths to Length 8.6

Depths to Length—Upper Deck to Keel 8.6

Main Deck ditto 8.6

When built 1874 Launched 12 Sept 74

By whom built Humphreys & Pearson Limited

Owners David Wilson

Port belonging to Hull

Destined Voyage Special Survey during Building

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

LENGTH on deck as per Rule 228 BREADTH—Moulded 36 1/2 DEPTH top of Floors to Upper Deck Beams 23 Power of Engines — N° of Decks with flat laid Two N° of Tiers of Beams Two

Dimensions of Ship per Register, length 240.1 breadth 36.65 depth 22.6

KEEL, depth and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule. 9 x 2 1/2

STEM, moulding and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule. 9 x 2 1/2

STERN-POST for Rudder do. do. 9 x 2 1/2 Inches in Ship. Inches per Rule. 9 x 2 1/2

for Propeller 24 (Class 100 A)

Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for 1/2 length amidships 5 x 3 1/2 Inches in Ship. Inches per Rule. 5 x 3 1/2

Do. for 1/2 at each end 5 x 3 1/2 Inches in Ship. Inches per Rule. 5 x 3 1/2

REVERSED FRAMES, Angle Iron 3 1/2 x 3 Inches in Ship. Inches per Rule. 3 1/2 x 3

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 1/2 x 3/8 Inches in Ship. Inches per Rule. 24 1/2 x 3/8

thickness at the ends of vessel 14 Inches in Ship. Inches per Rule. 14

depth at 3/4 the half-bdth. as per Rule 49 Inches in Ship. Inches per Rule. 49

height extended at the Bilges 49 Inches in Ship. Inches per Rule. 49

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 x 9 1/6 Inches in Ship. Inches per Rule. 9 x 9 1/6

Single or double Angle Iron on Upper edge 3 1/4 x 3 1/4 Inches in Ship. Inches per Rule. 3 1/4 x 3 1/4

Average space 48 ins

BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 x 9 1/6 Inches in Ship. Inches per Rule. 9 x 9 1/6

Single or double Angle Iron on Upper edge 3 1/4 x 3 1/4 Inches in Ship. Inches per Rule. 3 1/4 x 3 1/4

Average space 48 ins

BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 9 x 9 1/6 Inches in Ship. Inches per Rule. 9 x 9 1/6

Single or double Angle Iron on Upper edge 3 1/4 x 3 1/4 Inches in Ship. Inches per Rule. 3 1/4 x 3 1/4

Average space 48 ins

KEELSONS Centre line, single or double plate, 16 x 1 1/2 Inches in Ship. Inches per Rule. 16 x 1 1/2

do. or Intercoastal, Plates 10 3/4 x 7/8 Inches in Ship. Inches per Rule. 10 3/4 x 7/8

Rider Plate 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Bulb Plate to Intercoastal Keelson 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Angle Irons 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Double Angle Iron Side Keelson 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Side Intercoastal Plate 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

do. Angle Irons 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Attached to outside plating with angle iron 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

BILGE Angle Irons 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

do. Bulb Iron 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

do. Intercoastal plates riveted to plating for length 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

BILGE STRINGER Angle Irons 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

Intercoastal plates riveted to plating for length 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

SIDE STRINGER Angle Irons 5 x 4 Inches in Ship. Inches per Rule. 5 x 4

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

Windlass Patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunnwale Riveted through plates with 7/8 in. Rivets, about 4 apart.

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

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 3/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 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 half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted — length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for — length.

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? Angle iron properly shifted, straps riveted

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

Beams of the various Decks, how secured to the sides? Welded & knees riveted to frames No. of Breasthooks, Five Crutches, Iron

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Batterley 607 and

Manufacturer's name or trade mark, Whitnaw of Leeds

The above is a correct description.

Builder's Signature, HUMPHREYS & PEARSON LIMITED Secretary's Signature, —

Surveyor's Signature, J. Davidson

IRON 459-0418

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? Yes. a few at Butts in way of Seam riveting

Masts, Bowsprit, Yards, &c., are of Iron 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 82 ft x 30" dia at deck, 24" dia at hounds, 20" dia at head. 22 1/2" dia at heel. Main Mast 84 ft x 30" dia at deck, 24" dia at hounds, 20" dia at head. 22 1/2" dia at heel. Mizen Mast 77 ft x 26" dia at deck, 21" dia at hounds, 17 1/2" dia at head, 19 1/2" dia at heel. Bowsprit 37 ft 6 long x 31 1/2" dia at head. 21" dia at Cap x 26" dia at Haul. See particulars of Masts and yards forwarded with Report

NUMBER for EQUIPMENT 20,389

	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
2 Completed	Fore Sails,	Chain <u>Stub Bunking Main</u>	<u>270</u>	<u>1 7/8</u>	<u>63 1/2 tons</u>	<u>1 1/4</u>	<u>63 5/20</u>	Bower <u>Anchor</u>	<u>3</u>	<u>34.0.21</u>	<u>31.15.1.7</u>	<u>34.0.0</u>	<u>31 1/2 tons</u>
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)			<u>88 20</u>			(State Machine where Tested, Date, and name of Superintendent.)		<u>34.0.14</u>	<u>31.14.1.14</u>	<u>34.0.0</u>	<u>31 1/2 tons</u>
	Fore Topmast Stay Sails	<u>Humboldt 19 August 44</u>						<u>Sunderland 16-21-224</u>		<u>29.1.2</u>	<u>28.2.0.2</u>	<u>28.3.17</u>	<u>27 1/2 tons</u>
	Main Sails,	<u>Humboldt 19 August 44</u>						<u>Agard & Hartness Superintendents</u>					
	Main Top Sails,	<u>Humboldt 19 August 44</u>						<u>Including Stock</u>					
	and other as per quality	<u>good</u>						Stream ...	<u>1</u>	<u>13.1.0</u>		<u>13 1/2</u>	
								Kedges ...	<u>2</u>	<u>6.3.0</u>		<u>6 3/4</u>	
										<u>3.1.0</u>		<u>3 1/4</u>	

Standing and Running Rigging Wright & Kemp sufficient in size and good in quality. She has 2 life Boats and three others

The Windlass is Starfields Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed? —

How secured in ordinary weather? —

Coal Bunker Openings.—How constructed? —

How are lids secured? —

Height above deck? —

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? ports and Scuppers

Cargo Hatchways.—How formed? of Iron plate

State size Main Hatch 16 ft x 10 ft Fore hatch 8 ft x 6 ft Quarter hatch 12 ft x 10 ft

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Shifting Beams at Main Hatchway

Hatches, If strong and efficient? Yes

Order for Special Survey No. <u>137</u>	1st. On the several parts of the frame, when in place, and before the plating was wrought.	<u>Nov 24 27th</u>	<u>Dec 2.5.6.8.9.11.13.18th</u>	<u>1873</u>	<u>Jan 4.13.17.23</u>
Date <u>23rd Jan 1874</u>	2nd. On the plating during the process of riveting.	<u>28 + 30th</u>	<u>Feb 6.12.17.19th</u>	<u>March 3.5.11.16.24 + 30th</u>	<u>1874</u>
Order for Ordinary Survey No. <u>—</u>	3rd. When the beams were in and fastened, and before the decks were laid....	<u>Apr 2.6.10.15.21.24.25.28 + 30th</u>	<u>May 4.5.8.12.19.23 + 29th</u>		
Date <u>—</u>	4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>June 4.5.10.11.25 + 30th</u>	<u>July 4.8.9.11.24 + 28th</u>	<u>Aug 1.7.11.13</u>	
No. <u>37</u> in builder's yard.	5th. After the ship was launched and equipped	<u>21 + 29th</u>	<u>Sept 5.7.8.11.12.15.22 + 29th</u>	<u>Oct 3.8.13.14.20.22 + 27th</u>	

General Remarks, (State quality of workmanship &c.) Nov 3.9.12.16.21.25 + 30th Dec 3.4.14.17.24 + 26th 1874

Is finished with a short poop and top gallant forecasse all frames extending to the top height plating of 1/8" single riveted at edges & double at Butts

In addition to the requirements of the Rules, Bulb Plate has been fitted at the Bilge Straps for 3/8" the beams length amidships, See Section

State if one, two or three decked vessel, or if open or awning decked, and lengths of poop, 54 ft, forecasse or 28.4 ft, main deck or of double or part double bottom. Deck House 35 ft

How are the surfaces preserved from oxidation? Inside with Cement Paint Outside with 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 ... £ 75 : 4 : - 13th Jan 1875 MD

Certificate ... : : :

(Travelling Expenses)

(if any) £ —

Committee's Minute 22nd January 1875

Character assigned 100 A 1

Jm Davidson

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This vessel appears eligible to be classed as recommended in Lloyd's Register Foundation