

IRON SHIP.

Rec 2/1/1905

No. 4337 Survey held at Hull Date, First Survey 24th Nov '93 Last Survey 26th Dec '94

On the ship "Carpathian" Yard Number 37 Master Berry

TONNAGE under Tonnage Deck } <u>1314.87</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Hull</u>
Ditto of Third, Spar, or Awning Deck. }	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1874</u> Launched <u>12th Sept</u>
Ditto of Poop, Raised Quarter, Deck } <u>112.85</u>	HALF BREADTH (moulded) <u>18³/₄</u> Feet.	By whom built <u>Humphrys & Pearson Limited</u>
Ditto of Houses on Deck } <u>22.10</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>25.0²/₂</u>	Owners <u>David Wilson</u>
Ditto of Forecastle } <u>36.12</u>	GIRTH of Half Midship Frame (as per Rule) <u>38.0</u>	Port belonging to <u>Hull</u>
Gross Tonnage } <u>1504.23</u>	1st NUMBER <u>81.3</u>	Destined Voyage
Less Engine Room } <u>60.27</u>	1st NUMBER, if a THREE-DECKED VESSEL	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room } <u>1144.01</u>	2nd NUMBER <u>18536</u>	Special Survey during Building
Register Tonnage as cut on Beam } <u>1144.01</u>	LENGTH <u>228</u>	
	2nd NUMBER <u>18536</u>	
	PROPORTIONS—Breadths to Length <u>5.9</u>	
	Depths to Length—Upper Deck to Keel <u>8.6</u>	
	Main Deck ditto	

LENGTH on deck as per Rule <u>228</u>	BREADTH Moulded <u>36⁷/₄</u>	DEPTH top of Floors to Upper Deck Beams <u>23</u>	Power of Engines	N ^o . of Decks with flat laid <u>Two</u>
		Do. do. Main Deck Beams		N ^o . of Tiers of Beams <u>Two</u>

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

	Inches in Ship.		Inches per Rule.		Flat Keel Plates, breadth and thickness		Inches. In Ship.		16ths. In Ship.		Inches. required		16ths. required	
	In Ship.	Inches	Inches	per Rule	Inches	per Rule	In Ship.	Inches	In Ship.	Inches	Inches	Inches	Inches	Inches
KEEL, depth and thickness	9	2 1/2	9	2 1/2	36	5/16	36	5/16	36	5/16	36	5/16	36	5/16
STEM, moulding and thickness	9	2 1/2	9	2 1/2	ally	5/16	ally	5/16	ally	5/16	ally	5/16	ally	5/16
STERN-POST for Rudder do. do. for Propeller	9	2 1/2	9	2 1/2	ally	5/16	ally	5/16	ally	5/16	ally	5/16	ally	5/16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24											
FRAMES, Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	5	3 1/2	5	3 1/2										
REVERSED FRAMES, Angle Iron	3 1/2	3	3 1/2	3										
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	24 1/2	14	24 1/2	14										
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	9	9 1/6	9	9 1/6										
BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge Average space	3 1/4	3 1/4	3 1/2	3										
BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	9	9 1/6	9	9 1/6										
KEELSONS Centre line, single or double plate, horizontal, or Intercostal, Plates Rider Plate Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	16	10 3/4	16	10 3/4										
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	5	4	5	4										
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5	4	5	4										
SIDE STRINGER Angle Irons	5	4	5	4										
Transoms, material. Knight-heads. Hawse Timbers.														
Windlass	Patent													
Pall Bitt														

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 Beam Stringer 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 wires 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.? Butterley Coy and

Manufacturer's name or trade mark, Whitnaw of Leeds

The above is a correct description.

Builder's Signature, HUMPHRYS & PEARSON LIMITED Secretary

Surveyor's Signature, J. D. Davidson

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 13735 Iron
 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" 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	Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.											
Fore Sails,	270	1 7/8	63 1/2 Tons	1 1/4	63 5/20	Bower	3	34.0.21	31.15.1.7	34.0.0	31.12.20
Fore Top Sails,			88 5/20			(State Machine where Tested, Date, and name of Superintendent.)		34.0.14	31.14.1.14	34.0.0	31.12.20
Fore Topmast Stay Sails						Sundland 16" 21" 24" 27" 30" 34" 38" 42" 46" 50" 54" 58" 62" 66" 70" 74" 78" 82" 86" 90" 94" 98" 102" 106" 110" 114" 118" 122" 126" 130" 134" 138" 142" 146" 150" 154" 158" 162" 166" 170" 174" 178" 182" 186" 190" 194" 198" 202" 206" 210" 214" 218" 222" 226" 230" 234" 238" 242" 246" 250" 254" 258" 262" 266" 270"					
Main Sails,	90	1		1"		Stream	1	13.2.0		13 1/2	
Main Top Sails,	90	10				Kedges	2	6.3.0		6 3/4	
and other as per quality	65	1 1/2						3.1.0		3 1/4	

Standing and Running Rigging Wool Hemp 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? —
 What arrangements for deadlights in bad 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 plates
 State size Main Hatch 16 ft x 10 ft Forehatch 8 ft x 6 ft Quarterhatch 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.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
137	23 rd Jan 1874			37		Nov 24 27 th Dec 2. 5. 6. 8. 9. 11. 13. 18 th 1873	Jan 4. 13. 17. 23			
						28 + 30 th Feb 6. 12. 17. 19 th March 3. 5. 11. 16. 24 + 30 th 1874				
						Apr 2. 6. 10. 15. 21. 24. 25. 28 + 30 th May 4. 5. 8. 12. 19. 23 + 29 th				
						June 4. 5. 10. 11. 25 + 30 th July 4. 8. 9. 11. 24 + 28 th Aug 1. 7. 11. 13				
						21 + 29 th Sept 5. 7. 8. 11. 12. 15. 22 + 29 th Oct 3. 8. 13. 14. 20. 22 + 27 th				
						Nov 3. 9. 12. 16. 21. 25. + 30 th Dec 3. 4. 14. 17. 24 + 26 th 1874				

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 forecotte all frames extending to the top height plating 8/16 copper 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 usual length amidships, see section

State if one, two or three decked vessel, or if open orawning deck, and lengths of poop, forecotte or raised deck, or of double or part double bottom. 54ft. 28.4ft. Deck House 35ft.
 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
 Certificate ... : :
 (Travelling Expenses) (if any) £ —
 Committee's Minute 22nd January 1875
 Character assigned 100A 1
 Jm Davidson
 This vessel appears eligible to be classed at recommended rate 100A 1
 2 Dks 7 0/10
 Com 25/1/75 21/1/75
 A x C P