

IRON SHIP.

No. 11,194 Survey held at Liverpool Date, First Survey January 15th Last Survey August 20th 1875
 On the Iron Ship "Lann" Yard No. 144 Master Alfred J. Rae

TONNAGE under 1566.74 **ONE OR TWO DECKED, THREE DECKED VESSEL.**
 Tonnage Deck 1.54 **SPAR, OR AWNING DECKED VESSEL.**
 Ditto of Poop, 89.33 **HALF BREADTH** (moulded)... 19.25 Feet.
 Ditto of Houses, 15.92 **DEPTH** from upper part of Keel to top of Upper Deck Beams 26.66
 Ditto of Forecastle 45.44 **GIRTH** of Half Midship Frame (as per Rule) 40.18
 Gross Tonnage 1719.17 **1st NUMBER** ... 86.09
 Net Crew Space 52.02 **1st NUMBER, if a THREE-DECKED VESSEL** [don't 7 feet] ...
 Net Engine Room ... **LENGTH** ... 235.0
 Net Tonnage as out on Beam 1667.15 **2nd NUMBER** ... 20.231
PROPORTIONS—Breadth to Length ... Under 7
 Depths to Length—Upper Deck to Keel ... 5.9
 Main Deck ditto ...

Built at Liverpool
 When built 1875 Launched 2nd July 1875
 By whom built J. R. Oswald
 Owners Liverpool House, Ltd.
 Port belonging to Liverpool
 Destined Voyage Kinross
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH Feet. Inches. 235.0 **BREADTH** Feet. Inches. 38.6 **DEPTH** top of Floors to Upper Deck Beams Feet. Inches. 26.66 **Power of Engines** ... — **Horse.** ... — **No. of Decks with flat laid** Two
 or Rule ... **Do. do. Main Deck Beams** ... **No. of Tiers of Beams** Two

Dimensions of Ship per Register, length 235.0 breadth 38.6 depth 26.66

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL , depth and thickness ...	7 1/2 x 3/2	7 1/2 x 3/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied 1/2 length	35 1/2 x 3/4	36 x 3/4
STEM , moulding and thickness ...	9 x 2 1/2	9 x 2 1/2	fm up. part of Bilge to l. edge of Sh'rstrake	1 1/2 x 1/2	1 1/2 x 1/2
STERN-POST for Rudder do. do. ...	9 x 2 1/2	9 x 2 1/2	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	4 1/2 x 1/2	4 1/2 x 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft ...	24	(Class 100. A)	Up. or Spar Dk Sh'rstrake, brdth & thickness	5 1/2 x 1/2	5 1/2 x 1/2
FRAMES , Angle Iron, for 1/2 length amidships Do. for 1/2 at each end ...	5 x 3 1/2 x 7/16	5 x 3 1/2 x 7/16	Butt Straps to outside plating, breadth & thickness	10 1/2 x 1/2	10 1/2 x 1/2
REVERSED FRAMES , Angle Iron ...	3 1/2 x 3/2	3 1/2 x 3/2	Lengths of Plating ...	10 ft	—
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships ...	25 x 1 1/2 x 7/16	25 x 1 1/2 x 7/16	Shifts of Plating, and Stringers ...	4 ft and 6 ft	—
thickness at the ends of vessel ...	9 1/2 x 7/16	9 1/2 x 7/16	Gunwale Plate on ends of <u>Awning, Spar, or</u> Upper Deck Beams, breadth and thickness ...	4 1/2 x 1/2	4 1/2 x 1/2
depth at 1/2 the half-bdth. as per Rule ...	12 1/2	12 1/2	Angle Iron on ditto ...	5 1/2 x 1/2	5 1/2 x 1/2
height extended at the Bilges ...	50	50	Tie Plates fore and aft, outside Hatchways ...	11 x 1/2	11 x 1/2
BEAMS , Upper, Spar, or <u>Awning</u> Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron ...	9 x 7/16	9 x 7/16	Diagonal Tie Plates on Beams No. of Pairs, <u>None</u>	—	—
Single or double Angle Iron on Upper edge ...	3 1/2 x 3/2	3 1/2 x 3/2	Planksheer material and scantling } <u>Butt Straps</u>	—	—
Average space ...	48	48	Waterways do. do. } <u>Butt Straps</u>	—	—
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron ...	—	—	Flat of Upper Deck do. do. } <u>Butt Straps</u>	—	—
Single, or double Angle Iron, on Upper Edge ...	—	—	How fastened to Beams } <u>Butt Straps</u>	—	—
Average space ...	—	—	Stringer Plate on ends of Main or Middle Deck } <u>Butt Straps</u>	—	—
BEAMS , Lower Deck, <u>Hold-on-Outer</u> Single or d'ble Ang. Iron, Plate or Tee Bulb Iron ...	9 x 7/16	9 x 7/16	Beams, breadth and thickness	—	—
Single or double Angle Iron on Upper Edge ...	3 1/2 x 3/2	3 1/2 x 3/2	In the Stringer Plates attached to the outside plating?	—	—
Average space ...	48	48	Angle Irons on ditto, No. ...	—	—
KEELSONS Centre line, single or double plate, <u>Box, or</u> Intercoastal, Plates ...	25 x 7/16	25 x 7/16	Tie Plates, outside Hatchways ...	—	—
" Rider Plate ...	—	—	Diagonal Tie Plates on Beams, No. of pairs ...	—	—
" Bulb Plate to Intercoastal Keelson ...	9 1/2 x 7/16	9 1/2 x 7/16	Waterways materials and scantlings ...	—	—
" Angle Irons ...	5 1/2 x 4 1/2 x 7/16	5 1/2 x 4 1/2 x 7/16	Flat of Middle Deck do. do. ...	—	—
" Double Angle Iron Side Keelson ...	—	—	How fastened to Beams ...	—	—
" Side Intercoastal Plate ...	—	—	Stringer Plates on ends of Lower Deck, <u>Hold-on</u> <u>Outer Beams</u> ...	30 x 7/16	30 x 7/16
" do. Angle Irons ...	5 1/2 x 4 1/2 x 7/16	5 1/2 x 4 1/2 x 7/16	Is the Stringer Plate attached to the outside plating? <u>Yes</u> Required to be ...	—	—
" Attached to outside plating with angle iron ...	3 1/2 x 3/2	3 1/2 x 3/2	Angle Irons on ditto, No. <u>Two</u> ...	4 x 4 x 9/16	4 x 4 x 9/16
BILGE Angle Irons ...	5 1/2 x 4 1/2 x 7/16	5 1/2 x 4 1/2 x 7/16	Stringer or Tie Plates, outside Hatchways ...	11 x 7/16	11 x 7/16
" do. Bulb Iron ...	—	—	Flat of Lower Deck ...	—	—
" do. Intercoastal plates riveted to plating for length ...	—	—	Ceiling betwixt Decks, thickness and material ...	3 1/2 x 2 1/2	3 1/2 x 2 1/2
BILGE STRINGER Angle Irons ...	5 1/2 x 4 1/2 x 7/16	5 1/2 x 4 1/2 x 7/16	in hold do. do. ...	—	—
Intercoastal plates riveted to plating for length ...	—	—	Main piece of Rudder, diameter at head ...	6	6
SIDE STRINGER Angle Irons ...	5 1/2 x 4 1/2 x 7/16	5 1/2 x 4 1/2 x 7/16	do. at heel ...	3 1/4	3 1/4
Transoms, material. Knight-heads. Hawse Timbers. <u>None</u>	—	—	Can the Rudder be unshipped afloat? <u>Yes</u>	—	—
Windlass <u>Harfield and Co's Patent</u> Pall Bitt <u>None required</u>	—	—	Bulkheads No. <u>Two</u> Thickness of <u>7/16 to 6/16</u> <u>7/16 to 6/16</u>	—	—

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 7/8 in. Rivets, about 7 apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend from near middle line to lower strake, angle iron 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 1/4 in. diameter, averaging 6/8 to 5/8 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 3/4 in. diameter averaging 3/4 to 2 1/2 ins. from centre to centre.
 Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps 1/8 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 Half length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for Half length.
 Breadth of laps of plating in double riveting 5/8 ins Breadth of laps of plating in single riveting 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double riveted
 Waterway, how secured to Beams (Explain by Sketch, if necessary) Little Waterway Riveted
 Beams of the various Decks, how secured to the sides? Rivets turned down No. of Breasthooks, Six Crutches, Five
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? See Statement
 Manufacturer's name or trade mark, —

The above is a correct description.
 Builder's Signature, — Surveyor's Signature, —
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Do the edges of the ... work and of the bolts 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 or riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes 15010 Iron
Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes
Do any rivets break into or through the seams or butts of the plating? 2 for in the Butte only
Masts, Bowsprit, Yards, &c., are 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 please see particulars hereto annexed.

NUMBER for EQUIPMENT 21583		Fathoms.	Inches.	Test per Certificate.	Length & Size per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W't req'd per Rule.	Test req'd per Rule.
N ^o .		CABLES, &c.					Bowers	1947	36. 3. 24	33. 15. 0. 0	34. 0. 0	31 3/5
Fore Sails,		Chain breaking Chain		6 1/2 tons	270. 1 1/8	63/4 tons		1938	36. 2. 0	33. 8. 3. 0	34. 0. 0	31 3/5
Fore Top Sails,		Commissioner's Machine - dated						1932	31. 2. 10	29. 16. 3. 14	28. 3. 17	27 1/5
Fore Topmast Stay Sails,		Superintendent.										
Main Sails,		Hawser ...		90	1 1/8	90-10-10						
Main Top Sails,		Towlines ...		90	1 1/8	90-10-10						
and		Warp ...		90	1 1/8	90-6-10						
		quality <u>Good</u>		90	1 1/8	90-6-10						

Standing and Running Rigging See, Hemp, Hauls sufficient in size and Good in quality. She has Two Life Long Boats and Others
The Windlass is Self-acting Capstans Good and Rudder Efficient Pumps Under's Patent Two Large and one Small
Engine Room Skylights. How constructed? How secured in ordinary weather?

W arrangements for deadlights in bad weather? How are lids secured? Height above deck?

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? Five Scuppers, Six ports and two
flooring - piped on each side of the ship.

Cargo Hatchways. How formed? Plates and angle irons in the usual manner.

State size Main Hatch 16ft by 9ft Fore hatch 5ft long and 6ft wide Quarter hatch 5ft long by 5ft 10in

If of extraordinary size, state how framed and secured? One substantial Iron beam Main Hatch upper deck and two
8 at lower deck. The whole well stanchioned.

What arrangement for shifting beams? Yes port 3/4 East End to Starboard.

If strong and efficient? Yes port 3/4 East End to Starboard.

No. 2131	1st. On the several parts of the frame, when in place, and before the plating was wrought	Built under S.S. and Surveyed 1875 Feb 15 19 March
1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the process of riveting	14581151922 April 6 12 14 15 14 22 23 24 May 4 11 13 20 24 31 June 3 8 11 18
2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the decks were laid...	1521232529 July 13 4 10 12 15 19 20 22 23 25 Aug 6 7 12 19 21 24
3rd. When the beams were in and fastened, and before the decks were laid...	4th. When the ship was complete, and before the plating was finally coated or cemented...	
4th. When the ship was complete, and before the plating was finally coated or cemented...	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) The general character of the workmanship is Good.

This ship rigged. Has an Iron Bulwark aft up to lower deck fitted with
an Iron-top. Has been fitted with water and made watertight and cemented throughout.
Has two ports on each side cut through the stowage below sheerside, efficiently
strengthened and made watertight. Also an efficiently fitted watertight door
in the Collision Bulwark in the lower decks. Has a Topgallant Forecastle
40 feet long, a Deck House amidships 28 ft 6 in by 15 ft. and a Full poop
about 50 feet long. She has been built under special survey in accordance
with the Scantlings and arrangements shown on the accompanying approved
Drawing of Midship Section per Secretary's letter dated 3rd December 1874. Excepting
that some of the Reverse frames were discovered to be somewhat thinner than
submitted by the Rules. This deviation was brought to the Committee's
notice per Surveyors' letter dated 25th April 1875 - as therein set forth
the Stronger and Bulson angle irons are generally thicker than the
Rules

State if one, two, or three, decked vessel, or if spar, or awning 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 and Paint Outside Paint.

I am of opinion this Vessel should be Classed 100. A. I. Two decks. (A.C.P.)

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, W. H. H.

Special ... £ 66 : 13 : 6 16 August 1875

Certificate ... Good.

(Travelling Expenses, if any, £ None.)

Committee's Minute 21st August 1875

Character assigned 100. A. I. Two decks

Apr to Jun 1875

W. H. H.

Approved

Lloyd's Register

Foundation