

IRON SHIP.

No. 6057 Survey held at Port of Glasgow Date, First Survey 24th May Last Survey 28th Sept 1876

On the Barquentine "Anita" Master P. A. de Uriarte

TONNAGE under Tonnage Deck <u>206.57</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Port of Glasgow</u>
Ditto of Third, Spar, or Awning Deck <u>43.55</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1875</u> Launched <u>Sept. 1875</u>
Ditto of Poop, or Raised Or. Deck <u>10.71</u>	HALF BREADTH (moulded) <u>13</u> Feet.	By whom built <u>Wm Hamilton & Co</u>
Ditto of Houses on Deck <u>12.89</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>14.66</u>	Owners <u>Berji Silva & Co</u>
Ditto of Fore-cabin <u>12.89</u>	GIRTH of Half Midship Frame (as per Rule) <u>23.6</u>	Port belonging to <u>Bilbao</u>
Gross Tonnage <u>352.32</u>	1st NUMBER <u>57.26</u>	Destined Voyage _____
Less Crew Space <u>20.31</u>	1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] _____	If Surveyed while Building, Afloat, or in Dry Dock. _____
Less Engine Room _____	LENGTH <u>125</u>	
Register Tonnage as out on Beam <u>333.01</u>	2nd NUMBER <u>6407</u>	
	PROPORTIONS —Breathths to Length <u>41.8</u>	
	Depths to Length—Upper Deck to Keel _____	
	Main Deck ditto <u>0.52</u>	

Official Number 1093

LENGTH on deck as per Rule ... 25 Feet. **BREADTH** Moulded ... 26 Feet. **DEPTH** top of Floors to Upper Deck Beams ... 13.46 Feet. **Power of Engines** ... 5 Horse. **N^o. of Decks with flat laid** One. **N^o. of Tiers of Beams** One.

Dimensions of Ship per Register, length 130.15 breadth 26.15 depth 13.35

	Inches in Ship.		Inches per Rule.		16ths required per Rule	16ths required per Rule
	In Ship.	In Ship.	Inches	Inches		
KEEL , depth and thickness	7	15/8	7	15/8	—	—
STEM , moulding and thickness	6 1/4	15/8	6 1/4	15/8	—	—
STERN-POST for Rudder do. do.	6 1/4	15/8	6 1/4	15/8	—	—
Distance of Frames from moulding edge to moulding edge, all fore and aft	21		(Class 100A)		—	—
FRAMES , Angle Iron, for 2/3 length amidships	3	3	3	3	5	6
Do. for 1/3 at each end	3	3	3	3	5	6
REVERSED FRAMES , Angle Iron	2 1/2	2 1/2	2 1/2	2 1/2	5	5
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	1 1/2	—	1 1/2	—	6	6
thickness at the ends of vessel	—	—	—	—	5	5
depth at 3/4 the half-bdth. as per Rule	7 1/2	—	7 1/2	—	—	—
height extended at the Bilges	39	—	29	—	—	—
BEAMS , Upper, Spar, or Awning Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Average space	—	—	—	—	—	—
BEAMS , Main, or Middle Deck } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Average space	6	6	6	6	6	6
BEAMS , Lower Deck, Hold, or Orlop } Single or d'ble Ang. Iron, Plate or Tee Bulb Iron } Average space	2 1/2	2 1/2	2 1/2	2 1/2	5	5
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	10	—	10	—	8	8
" Rider Plate	6 1/2	—	6 1/2	—	8	8
" Bulb Plate to Intercostal Keelson	—	—	—	—	—	—
" Angle Irons	3	3	3	3	6	6
" Double Angle Iron Side Keelson	—	—	—	—	—	—
" Side Intercostal Plate (brass)	—	—	4	—	4	4
" do. Angle Irons	—	—	—	—	—	—
" Attached to outside plating with angle iron	—	—	—	—	—	—
BILGE Angle Irons	3	3	3	3	6	6
" do. Bulb Iron	—	—	—	—	—	—
" do. Intercostal plates riveted to plating for length	—	—	—	—	—	—
BILGE STRINGER Angle Irons	3	3	3	3	6	6
Intercostal plates riveted to plating for length	12	—	6	—	6	6
SIDE STRINGER Angle Irons	—	—	—	—	—	—
Transoms, material. Knight-heads. Hawse Timbers. <u>Iron</u>						
Windlass <u>Iron Patent</u> Pall Bitt						

The **FRAMES** extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6" apart.

The **REVERSED ANGLE IRONS** on floors and frames extend sewn middle line to above hold stringer and to Main Deck 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/4 ins. from centre to centre.

Butts of one Strake at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/4 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 4 1/2 Breadth of laps of plating in single riveting 2 3/4

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? _____

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

Beams of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark, Angle Irons Phoenix & Stockton. Plates Stockton Newport

The above is a correct description. Wm Hamilton & Co Surveyor's Signature, H. P. Coald Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 63-9103

Workmanship. Are the butts of plating planed or otherwise fitted? Planed 1514/Leon.
 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? A. few

Masts, Bowsprit, Yards, &c., are Am 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 Fore Mast 56 dia 20 Main Mast 62 dia 21 Mizzen 65 dia 18 Bowsprit 76 dia 20
Fore Mast plates 5/16 to 5/8 2 in 2 plates edges double rivetted and butty treble with
Bowsprit 5/16 throughout straps outside and 1/16 thicker than plates doubled in way of
Main & Mizzen masts of Wood. bedging
6800

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.											
	Fore Sails,	1057	1 3/4	25.7.2.0	14 1/2 for 17 1/2	25.2.3.8	Bowers	2461	12.0.9	13.9.20.0	12.0.0	13 1/2
	Fore Top Sails,	90		38.0.0.0	1 3/8			2459	11.3.4	13.13.3.0	10.0.23	12 1/2
	Fore Topmast Stay Sails	1875						2460	10.1.2.6	12.8.3.0		12 1/2
	Main Sails,	90	1 1/2		1 1/2							
	Main Top Sails,	90	0 5/8		5 1/2							
CABLES, &c.												
	Chain	90	1 3/8									
	Hemp-Strm Cbl	90	1 1/2									
	Hawser ...	90	0 5/8									
	Towlines ...	90	0 5/8									
	Warp ...	90	3 1/2									
	quality											
	ANCHORS.											
	Stream ...							1	5.0.3		5.0.0	
	Kedges ...							1	2.2.1		2.2.0	1.9.0

Standing and Running Riggings Spinnaker sufficient in size and good in quality. She has one Long Boat and one other
 The Windlass is Harfield Patent Capstans 2 Winches and Rudder efficient Pumps 2 Patent.

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 & Scuppers

Cargo Hatchways. How formed? Iron Cornings

State size Main Hatch 21' 0" x 9' 0" Forehatch _____ Quarterhatch 5' 0" x 4' 0"

If of extraordinary size, state how framed and secured? Iron cornings and hood tie plates 2 1/2" x 5/16" see sketch

What arrangement for shifting beams? Two deep web plates fitted in hatchway the depth of cornings

Hatches, If strong and efficient? Yes

Order for Special Survey No. 750 Date 5th May 1875

Order for Ordinary Survey No. _____ Date _____

No. 22 in builder's yard.

General Remarks (State quality of workmanship, &c.) This Vessel has been built under Special Survey in conformity with the present Rules, and appended Midship section. Hold stringer is fitted as marked A on section, and tie plates 2 1/2" x 5/16" are fitted on each side of hatchway as required in Committee's letter dated 20th April 1875. The workmanship and materials are of the best description.

Fore Yard 60 of dia 15" 2 in 2 plates 4/16 to 2/16, edges single rivetted butts
Fore Top rail 4" x 2.3" x 13" overlapped, and treble rivetted plates doubled
in way of string & hoops.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecabin, or raised quarter deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside Portland Cement to above bulwark Outside 3 Coats of Red Lead & Paint

I am of opinion this Vessel should be Classed 100 A.1.

The amount of the Entry Fee ... £ 4: 0: 0 is received by me, _____

Special ... £ 16: 13: 0 28 Sept. 1875

Certificate ... £ 0: 0: 0

(Travelling Expenses, if any, £) £ 20: 13: 0

Committee's Minute 1st October 1875.

Character assigned 100 A.1.

