

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 206.57
 Ditto of Third, Spar, or Awning Deck 43.55
 Ditto of Poop, or Raised Or. Dk. 10.71
 Ditto of Houses on Deck 12.89
 Ditto of Forecastle 351.12
 Gross Tonnage 351.12
 Less Crew Space 20.31
 Less Engine Room 333.01
 Register Tonnage as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.
HALF BREADTH (moulded) 13 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 14.66
GIRTH of Half Midship Frame (as per Rule) 23.6
1st NUMBER 51.26
1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] 12.5
2nd NUMBER 6.407
PROPORTIONS—Breathths to Length 4.8
 Depths to Length—Upper Deck to Keel 0.52
 Main Deck ditto

Built at Port of Glasgow
 When built 1875 Launched Sept. 10/75
 By whom built Wm Hamilton & Co
 Owners Berji Silva & Co
 Port belonging to Bilbao
 Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 125 Feet. 125 Inches.
BREADTH Moulded 26 Feet. 26 Inches.
DEPTH top of Floors to Upper Deck Beams 13.46 Feet. 13.46 Inches.
 Power of Engines 3 Horse.
 No. of Decks with flat laid One
 No. 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.
KEEL , depth and thickness	<u>7 x 1 5/8</u>	<u>7 x 1 5/8</u>
STEM , moulding and thickness	<u>6 1/4 x 1 5/8</u>	<u>6 1/4 x 1 5/8</u>
STERN-POST for Rudder do. do.	<u>6 1/4 x 1 5/8</u>	<u>6 1/4 x 1 5/8</u>
for Propeller	<u>2 1/2</u>	<u>2 1/2</u>
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>	<u>20</u>
FRAMES , Angle Iron, for 1/2 length amidships	<u>3 x 3</u>	<u>3 x 3</u>
Do. for 1/2 at each end	<u>3 x 3</u>	<u>3 x 3</u>
REVERSED FRAMES , Angle Iron	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2</u>	<u>1 1/2</u>
thickness at the ends of vessel	<u>1 1/2</u>	<u>1 1/2</u>
depth at 3/4 the half-bdth. as per Rule	<u>7 1/2</u>	<u>7 1/2</u>
height extended at the Bilges	<u>3 9</u>	<u>3 9</u>
BEAMS , Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>
Single or double Angle Iron on Upper edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
Average space	<u>42</u>	<u>42</u>
BEAMS , Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>6</u>	<u>6</u>
Single or double Angle Iron, on Upper Edge	<u>2 1/2 x 2 1/2</u>	<u>2 1/2 x 2 1/2</u>
Average space	<u>42</u>	<u>42</u>
BEAMS , Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<u>3</u>	<u>3</u>
Single or double Angle Iron on Upper Edge	<u>3</u>	<u>3</u>
Average space	<u>10</u>	<u>10</u>
KEELSONS Centre line, single or double plate, box, or Intercoastal Plates	<u>6 1/2</u>	<u>6 1/2</u>
" Rider Plate	<u>6 1/2</u>	<u>6 1/2</u>
" Bulb Plate to Intercoastal Keelson	<u>3</u>	<u>3</u>
" Angle Irons	<u>3</u>	<u>3</u>
" Double Angle Iron Side Keelson	<u>3</u>	<u>3</u>
" Side Intercoastal Plate (brass)	<u>4</u>	<u>4</u>
" do. Angle Irons	<u>4</u>	<u>4</u>
" Attached to outside plating with angle iron	<u>3</u>	<u>3</u>
BILGE Angle Irons	<u>3</u>	<u>3</u>
" do. Bulb Iron	<u>3</u>	<u>3</u>
" do. Intercoastal plates riveted to plating for length	<u>12</u>	<u>12</u>
HOLD BILGE STRINGER Angle Irons	<u>3</u>	<u>3</u>
Intercoastal plates riveted to plating for length	<u>12</u>	<u>12</u>
SIDE STRINGER Angle Irons	<u>3</u>	<u>3</u>

Transoms, material. Knight-heads. Hawse Timbers.

Windlass Iron Patent 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 of 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, treble 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.

Builder's Signature, Wm Hamilton & Co

Surveyor's Signature, H. J. Bould

Surveyor to Lloyd's Register of British and Foreign Shipping.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 1514 *Lion*
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 *The Mast 56' dia 20" Main Mast 68' dia 21" Mizzen 65' dia 18" Bowsprit 76' dia 20"*
Fore Mast plates 5/16 to 5/16 2 in 2 plates edges double rivetted and butty treble with
Bowsprit 5/16 throughout 3 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.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N ^o .	SAILS.	CABLES, &c.					Bowers					
	Fore Sails,	Chain										
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
	Main Top Sails,											
and		Hawser ...					Stream					
		Towlines ...										
		Warp ...										
		quality					Kedges					

Standing and Running Riggings *Brind humpen* sufficient in size and *good* in quality. She has *one* Long Boat and *one* other
The Windlass is *Has field 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"* Fore hatch Quarter hatch *5' 0" x 4' 0"*

If of extraordinary size, state how framed and secured *Iron cornings and hood tie plates 21' x 1/2" 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. <i>750</i>	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	<i>Built under Special Surveyed 1875 May</i>
Date <i>5th May 1875</i>		2nd.	On the plating during the process of riveting	<i>24. June 8. 11. 17. 22. 25. July 15. 22. 27. Aug 3. 10</i>
Order for Ordinary Survey No. <i>22</i>		3rd.	When the beams were in and fastened, and before the decks were laid....	<i>17/20. 26. Sept 1. 7. 13. 20. 23. 28.</i>
Date <i>—</i>		4th.	When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>22</i> in builder's yard.		5th.	After the ship was launched and equipped	

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 21' 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' dia 15" 2 in 2 plates 5/16 to 2/16, edges single rivetted butts
Laf Top rail 4' 5' 2' 3' 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. *Monkey 50 feet*

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, *W. H. H. 800 ds*
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.*

HBW *2000*

