

IRON SHIP.

No. 4133 Survey held at Glasgow Date, First Survey 28 April 2 Last Survey 1875On the BARQUE "LADY BENRYN"Master Edmond Owen

TONNAGE under } 788.17
Tonnage Deck }
Ditto of Hold, Spar, }
or Keel, or Deck }
Ditto of Rigs, or }
Raised Qr. Dk. } 37.55
Ditto of Houses }
on Deck } 13.23
Ditto of ~~Keels~~ }
Gross Tonnage } 838.95
Less Crew Space } 23.85
Net Tonnage } 815.10
Register Tonnage }
as cut on Beam }

ONE OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
~~SEAR, OR AUSTINE-DECKED VESSEL.~~
HALF BREADTH (moulded) 15.86
DEPTH from upper part of Keel to top of Upper Deck Beams 21.2
GIRTH of Half Midship Frame (as per Rule) 32.29
1st NUMBER 0915
~~LENGTH, & a THREE DECKED VESSEL.~~
LENGTH 189.
2nd NUMBER 13069.
PROPORTIONS—Breadths to Length 6.0
Depths to Length—Upper Deck to Keel 8.9
Main Deck ditto —

Built at Glasgow
When built 1875 Launched 14 September
By whom built A. Stephen & Sons
Owners John Richards, M. & J.
Port belonging to Liverpool
Destined Voyage Valparaiso
If Surveyed while Building, Afloat, or in Dry Dock.
Under special survey

LENGTH on deck as per Rule ... 189 Feet. Inches. — BREADTH—Moulded ... 31 Feet. Inches. 4 DEPTH top of Floors to Upper Deck Beams ... 19 Feet. Inches. 4 Power of Engines ... — No. of Decks with flat laid ONE No. of Tiers of Beams TWO

Dimensions of Ship per Register, length, 197.7 breadth, 31.6 depth, 19.1

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	$8 \times 2\frac{3}{8}$	$8 \times 2\frac{3}{8}$
STEM, moulding and thickness	$7 \times 2\frac{3}{8}$	$7 \times 2\frac{3}{8}$
STERN-POST for Rudder do. do.	$6 \times 2\frac{3}{8}$	$7 \times 2\frac{3}{8}$
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 ins.	22 ins.
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	$4\frac{1}{2} \times 3$	$7\frac{1}{6} \times 3$
Do. for $\frac{1}{2}$ at each end	$4\frac{1}{2} \times 3$	$7\frac{1}{6} \times 3$
REVERSED FRAMES, Angle Iron	3×3	$7\frac{1}{6} \times 3$
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	$21 \times 9\frac{1}{6}$	$21 \times 9\frac{1}{6}$
thickness at the ends of vessel	$7\frac{1}{6}$	$7\frac{1}{6}$
depth at $\frac{3}{4}$ the half-bdth. as per Rule	$21 \times 9\frac{1}{6}$	$21 \times 9\frac{1}{6}$
height extended at the Bilges	$21 \times 9\frac{1}{6}$	$21 \times 9\frac{1}{6}$
BEAMS, Upper, Iron, or Keel, or Deck	$7\frac{1}{2} \times 7\frac{1}{6}$	$7\frac{1}{2} \times 7\frac{1}{6}$
Single or double Angle Iron on Upper edge	3×3	$4\frac{1}{6} \times 3$
Average space	44 ins.	44 ins.
BEAMS, Main, or Middle Deck	$7\frac{1}{2} \times 7\frac{1}{6}$	$7\frac{1}{2} \times 7\frac{1}{6}$
Single or double Angle Iron, on Upper Edge	3×3	$4\frac{1}{6} \times 3$
Average space	44 ins.	44 ins.
BEAMS, Lower Deck, Iron, or Keel, or Deck	$7\frac{1}{2} \times 7\frac{1}{6}$	$7\frac{1}{2} \times 7\frac{1}{6}$
Single or double Angle Iron on Upper Edge	3×3	$4\frac{1}{6} \times 3$
Average space	44 ins.	44 ins.
KEELSONS Centre line, single or double plate, Iron, or Keel, or Deck	$13\frac{1}{2} \times 10\frac{1}{6}$	$13 \times 10\frac{1}{6}$
" Rider Plate	$10 \times 10\frac{1}{6}$	$9\frac{1}{2} \times 10\frac{1}{6}$
" Plate Plate to Intercoastal Keelson	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" Angle Irons	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" Double Angle Iron Side Keelson	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" Side Intercoastal Plate	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" do. Angle Irons	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" Attached to outside plating with angle iron	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
BILGE Angle Irons	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" do. Bulk Iron	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
" do. Intercoastal plates riveted to plating for length	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
BILGE STRINGER Angle Irons	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
Intercoastal plates riveted to plating for length	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$
SIDE STRINGER Angle Irons	$4\frac{1}{2} \times 3\frac{1}{2}$	$7\frac{1}{6} \times 4\frac{1}{2}$

Transoms, material. Knight-heads. Hawse Timbers. E. I. OakWindlass Emmerson's Mallet Pall Bitt —The FRAMES extend in one length from Keel to gunwale Riveted through plates with $\frac{3}{4}$ in. Rivets, about 6 apart.The REVERSED ANGLE IRONS on floors and frames extend from middle line to above middle line and to upper deck alternatelyKEELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yesPLATING. Garboard, double riveted to Keel, with rivets $\frac{1}{16}$ in. diameter, averaging $\frac{5}{2}$ ins. from centre to centre.Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $\frac{3}{4}$ ins. from centre to centre.Butts of Two Strakes at Bilge for half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.Edges from Bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $\frac{3}{4}$ ins. from cr. to cr.Edges of Main Sheerstrake, double ~~single~~ riveted. Upper Sheerstrake, double ~~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 $\frac{4}{2}$ Breadth of laps of plating in single riveting —Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Treble as per ruleWaterway, how secured to Beams Gutter (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? Beam lugs Rivet to frames No. of Breasthooks, 4 Crutches, 3What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Irons, Cast IronManufacturer's name or trade mark, Plates, Iron, Head, etc.

The above is a correct description.

Builder's Signature, Ally Stephen & Sons Surveyor's Signature, James Purdie

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

LR *20799*
Shaded 100 A1 as
unrecorded.
The B. & L. Register
Foundation