

## IRON SHIP.

No. 13000 Survey held at *St. Shields* Date, First Survey *10<sup>th</sup> March* Last Survey *4<sup>th</sup> October 1875*On the *S.S. "Sagunto"*Master *Miguel Cano*

TONNAGE under Tonnage Deck } *698.03*  
 Ditto of Third Spar, }  
 Ditto of Poop, } *219.46*  
 Ditto of Houses }  
 on Deck } *6.12*  
 Ditto of Forecastle } *34.21*  
 Gross Tonnage } *954.82*  
 Less Crew Space } *27.30*  
 Less Engine Room } *306.50*  
 Register Tonnage } *624.02*  
 as cut on Beam }

ONE OR TWO DECKED, ~~THREE DECKED~~ VESSEL.  
 SPAR OR AWNING DECKED VESSEL.  
 HALF BREADTH (moulded) ... *14.42*  
 DEPTH from upper part of Keel to top of Upper Deck Beams *18.04*  
 GIRTH of Half Midship Frame (as per Rule) ... *28.30*  
 1st NUMBER ... *60.76*  
 1st NUMBER, if a ~~THREE DECKED~~ VESSEL (deduct 7 feet)  
 LENGTH ... *204*  
 2nd NUMBER ... *12395*  
 PROPORTIONS Breadths to Length *under* ... *8*  
 Depths to Length—Upper Deck to Keel *under* ... *12*  
 Main Deck ditto ...

Built at *St. Shields*  
 When built *1875* Launched *August 19<sup>th</sup>*  
 By whom built *Messrs J. Readhead & Co*  
 Owners *Juan Jose Sisten*  
 Port belonging to *Valencia*  
 Destined Voyage *Mediterranean*  
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule ... *204 0* BREADTH Moulded ... *28 5* DEPTH top of Floors to Upper Deck Beams ... *16 7* Power of Engines ... Horse. N° of Decks with flat laid *one* N° of Tiers of Beams *two*

Dimensions of Ship per Register, length, *205.6* breadth, *29.05* depth, *16.95*

KEEL, depth and thickness ... *8 x 2 3/8*  
 STEM, moulding and thickness ... *7 1/2 x 2 1/2*  
 STERN-POST for Rudder do. do. ... *8 x 4*  
 for Propeller ... *8 x 4 1/4*  
 Distance of Frames from moulding edge to moulding edge, all fore and aft ... *22*  
 FRAMES, Angle Iron, for 1/2 length amidships ... *3 1/2 x 3*  
 Do. for 1/4 at each end ... *3 1/2 x 3*  
 REVERSED FRAMES, Angle Iron ... *3 1/2 x 3*  
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships ... *1 1/2 x 8*  
 thickness at the ends of vessel ... *8 3/4*  
 depth at 1/2 the half-bdth. as per Rule ... *35*  
 height extended at the Bilges ...  
 BEAMS, Upper, Spar, or Awning Deck } *4 x 7*  
 Single or double Angle Iron, Plate or Tee Bulb Iron } *3 x 3*  
 Single or double Angle Iron on Upper edge ... *3 x 3*  
 Average space ... *on alternate frames*  
 BEAMS, Main, or Middle Deck } *6 1/2 x 6*  
 Single or double Angle Iron, Plate or Tee Bulb Iron } *2 1/2 x 5*  
 Single or double Angle Iron, on Upper Edge ... *2 1/2 x 5*  
 Average space ... *only 3 1/2 ft apart*  
 BEAMS, Lower Deck, Hold, or Orlop } *6 1/2 x 6*  
 Single or double Angle Iron, Plate or Tee Bulb Iron } *2 1/2 x 5*  
 Single or double Angle Iron on Upper Edge ... *2 1/2 x 5*  
 Average space ... *only 3 1/2 ft apart*  
 KEELSONS Centre line, single or double plate, box, or intercostal, Plates ... *13 x 10*  
 " Rider Plate ... *10 x 10*  
 " Bulk Plate to intercostal Keelson ... *4 1/2 x 3 1/2*  
 " Angle Irons ... *4 1/2 x 3 1/2*  
 " Double Angle Iron Side Keelson ... *4 1/2 x 3 1/2*  
 " Side intercostal Plate ...  
 " do. Angle Irons ...  
 " Attached to outside plating with angle iron ...  
 BILGE Angle Irons ... *4 1/2 x 3 1/2*  
 " do. Bulb Iron ... *7 x 7*  
 " do. Intercostal plates riveted to plating for length ...  
 BILGE STRINGER Angle Irons ... *4 1/2 x 3 1/2*  
 Intercostal plates riveted to plating for length ...  
 SIDE STRINGER Angle Irons ... *4 1/2 x 3 1/2*

Flat Keel Plates, breadth and thickness ... *30*  
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges ... *10*  
 one of doubling at Bilge, or increased thickness, and length applied 1/2 length ... *10*  
 fin up. part of Bilge to l. edge of Sh'rstrake ... *98 0*  
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. ... *36*  
 Up. or Spar Dk Sh'rstrake, breadth & thickness ... *36*  
 Butt Straps to outside plating, breadth & thickness ... *9 3/4*  
 Lengths of Plating ... *16 3/4*  
 Shifts of Plating, and Stringers ... *two*  
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness ... *44*  
 Angle Iron on ditto ... *4 1/2 x 3 1/2*  
 Tie Plates fore and aft, outside Hatchways ... *10*  
 Diagonal Tie Plates on Beams No. of Pairs ...  
 Planksheer material and scantling ...  
 Waterways do. do. *iron gutter*  
 Flat of Upper Deck do. do. *yellow pine*  
 How fastened to Beams ... *by nut & screw bolts*  
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness ...  
 Is the Stringer Plate attached to the outside plating? *yes*  
 Angle Irons on ditto, No. ... *2*  
 Tie Plates, outside Hatchways ... *10*  
 Diagonal Tie Plates on Beams, No. of pairs ...  
 Waterways materials and scantlings ...  
 Flat of Middle Deck do. do. ...  
 How fastened to Beams ...  
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams ... *27*  
 Is the Stringer Plate attached to the outside plating? *yes*  
 Angle Irons on ditto, No. ... *2*  
 Stringer or Tie Plates, outside Hatchways ... *10*  
 Flat of Lower Deck ...  
 Ceiling between Decks, thickness and material in hold do. do. *3 1/2*  
 Main piece of Rudder, diameter at head ... *5*  
 do. at heel ... *3*  
 Can the Rudder be unshipped afloat? *yes*  
 Bulkheads No. *4* Thickness of *6/16*  
 Height up *3 to U.D.* after as to watertight flat.  
 How secured to sides of ship *double plates & braked plates*  
 Size of Vertical Angle Irons *3 x 2 1/2* and distance apart *30* ins.  
 Are the outside Plates doubled two spaces of Frames in length? *yes*

Transoms, material. Knight-heads. Hawse Timbers. *Iron*Windlass *Hand operated* Pall Bitt *Iron*The FRAMES extend in one length from *Keel* to *gunwale* Riveted through plates with *3/8* in. Rivets, about *6* apart.The REVERSED ANGLE IRONS on floors and frames extend from middle line to *L.D.B.S.A.I.* and to *gunwale* alternatelyKEELSONS. 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 *1/8* in. diameter, averaging *5/2* 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 3/8* ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *3 3/8* ins. from centre to centre.Butts of *2* Strakes at Bilge for *1/2* 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 3/8* ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *3 3/8* 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 *1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.Breadth of laps of plating in double riveting *4 1/2 x 5 1/4* Breadth of laps of plating in single rivetingButt Straps of Keelsons, Stringer and Tie Plates, treble, double ~~single~~ RivetedWaterway, how secured to Beams *riveted* (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? *ruled & pieces riveted* No. of Breasthooks, *5* Crutches, *4*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Frames, beams, and angles*Manufacturer's name or trade mark *from Messrs Gilkes & Co. the plating from the Skene Iron Works and from*The above is a correct description. *Phos. Vaughan & Co.*Builder's Signature, *J. Readhead* Surveyor's Signature, *H. P. Head*

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



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? fairly so  
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 152672m  
Masts, Bowsprit, Yards, &c., are 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 ✓

NUMBER for EQUIPMENT 13634

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	240	1 3/8	34	240-1 1/8	34.000	Bowers	8	17.2.0	18.13.1.21	16.3.0	10 6/10
		Fore Sails,			51				1	16.1.0	17.11.3.14	16.3.0	
		Fore Top Sails,							1	15.1.26	16 15/16	14.0.27	15.17.0.0
		Fore Topmast Stay Sails											
		Main Sails,				90-14							
		Main Top Sails,				90-8							
		Warp quality				90-5							
		Standing and Running Rigging											
		The Windlass is											
		Engine Room Skylights.											
		Coal Bunker Openings.											
		Scuppers, &c.											
		Cargo Hatchways.											
		State size Main Hatch											
		Forehatch											
		Quarterhatch											
		If of extraordinary size, state how framed and secured?											
		What arrangement for shifting beams?											
		Hatches, If strong and efficient?											

Order for Special Survey No. 1073 Date 24 Feb 10  
Order for Ordinary Survey No. 114 Date 24 Feb 10  
No. 114 in builder's yard.

DATES of SURVEYS held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
	<u>Built under Special Survey.</u>	<u>1075 March 10. 15. 18. 22. April 2. 5. 15. 21.</u>	<u>24. 30. May 6. 12. 21. 31. June 8. 15. 18. 28. July</u>	<u>8. 15. 20. 26. Aug 3. 10. 16. 25. 31. Sep 7. 15. 20.</u>	<u>28. Oct 4.</u>

General Remarks (State quality of workmanship, &c.) This is a two decked vessel with a full poop 126 feet long, and Top gallant forecastle 30 feet long. She is built in accordance with the Rules and midship attached. She is fitted with a ballast tank amidships 11.0 feet long and 7.9 high; the ends 6/16 thick riveted to double frames at side; top plating and fore-and-aft dividing bulkhead 6/16, with strengthening angles at ends and under top plating, and the latter pillared to floors. There is, also, a tank at the after end of the vessel 20x3 long and 7.3 deep, all plating to same 6/16 thick, and officially strengthened by angles.  
These tanks have been tested in presence of the Owner and found tight and satisfactory.

The workmanship in this vessel is very good, the plating especially being well wrought and fitted, the holes fair, well countersunk, and well riveted.  
Poop officially doubled and strengthened at bow as per Rule.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, forecastle, or raised quarter deck, and the length of double, or part double bottom.  
How are the surfaces preserved from oxidation? Inside by cement and paint Outside by paint & disposition  
I am of opinion this Vessel should be Classed 100A.

The amount of the Entry Fee ... £ 5 : : : is received by me, P. Young R. Reed.  
Special Certificate ... £ 40 : : : 8 Oct 1875  
(Travelling Expenses, if any, £ - )

Committee's Minute 12th October 1875.  
Character assigned 100A  
Lloyd's Register  
14/10/75