

IRON SHIP.

15468

Rec 15/11/75

No. 3015 Survey held at Barrow in Fumens Date, First Survey 30th November 1874 Last Survey 6th November - 1875.

On the Ship "Western Monarch"

Master James Watson

TONNAGE under Tonnage Deck	1245.06	ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck	-	SPAR, OR AWNING DECKED VESSEL.
Ditto of Poop, or Raised Qr. Dk.	78.49	HALF BREADTH (moulded) 18.5
Ditto of Houses on Deck	20.20	DEPTH from upper part of Keel to top of Upper Deck Beams 24.5
Ditto of Forecastle	41.02	GIRTH of Half Midship Frame (as per Rule) .. . 37.5
Gross Tonnage	1384.77	1st NUMBER 80.5
Less Crew Space	70.17	1st NUMBER, if a THREE DECKED VESSEL
Less Engine Room	-	LENGTH 224
Register Tonnage as cut on Beam	1314.60	2nd NUMBER 18032
		PROPORTIONS—Breadths to Length 6.05
		Depths & Length—Upper Deck to Keel 9.14
		Main Deck ditto

Built at Barrow in Fumens

When built - 1875 Launched 21st August.

By whom built The Barrow Shipbuilding Co. Ltd.

Owners The Royal Exchange Shipping Co. Ltd.

Port belonging to London

Destined Voyage Brisbane

If Surveyed while Building, Afloat, ^{and} in Dry Dock.

LENGTH on deck as per Rule	224	BREADTH—Moulded	37	DEPTH top of Floor to Upper Deck Beams	24	Power of Engines	6	No. of Decks with flat laid	2
								No. of Tiers of Beams	2

Dimensions of Ship per Register, length, 224 breadth, 37.2 depth, 22.25

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 x 2 1/2	9 x 2 1/2	FRAMES, Angle Iron, for 3/4 length amidships	5 x 3 1/2	5 x 3 1/2
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2	Do. for 1/2 at each end	5 x 3 1/2	5 x 3 1/2
STERN-POST for Rudder do. do.	8 1/2 x 2 1/2	8 1/2 x 2 1/2	REVERSED FRAMES, Angle Iron	3 1/2 x 3	3 1/2 x 3
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	(Class 100.1.)	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	24 1/2	24 1/2
			thickness at the ends of vessel	9 x 8	9 x 8
			depth at 3/4 the half-bdth. as per Rule	12 1/2	12 1/2
			height extended at the Bilges	6 1/2	6 1/2
BEAMS, Upper, Spar, or Awning Deck	8 1/2	8 1/2	BEAMS, Main, or Middle Deck	9	9
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3	3 1/2 x 3
Average space	3	3	Single, or double Angle Iron, on Upper Edge	5 x 4	5 x 4
BEAMS, Main, or Middle Deck	9	9	Average space	3 1/2	3 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3	3 1/2 x 3	BEAMS, Lower Deck, Hold, or Orlop	5 x 4	5 x 4
Single, or double Angle Iron, on Upper Edge	5 x 4	5 x 4	Single or double Angle Iron, Plate or Tee Bulb Iron	3 1/2 x 3	3 1/2 x 3
Average space	3 1/2	3 1/2	Single or double Angle Iron on Upper Edge	5 x 4	5 x 4
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	16	16	Average space	3 1/2	3 1/2
" Rider Plate	9	9	KEELSONS	16	16
" Bulb Plate to Intercoastal Keelson	5 x 4	5 x 4	" Rider Plate	9	9
" Angle Irons	5 x 4	5 x 4	" Bulb Plate to Intercoastal Keelson	5 x 4	5 x 4
" Double Angle Iron Side Keelson	5 x 4	5 x 4	" Angle Irons	5 x 4	5 x 4
" Side Intercoastal Plate	5 x 4	5 x 4	" Double Angle Iron Side Keelson	5 x 4	5 x 4
" do. Angle Irons	5 x 4	5 x 4	" Side Intercoastal Plate	5 x 4	5 x 4
" Attached to outside plating with angle iron	5 x 4	5 x 4	" do. Angle Irons	5 x 4	5 x 4
BILGE Angle Irons	5 x 4	5 x 4	" Attached to outside plating with angle iron	5 x 4	5 x 4
" do. Bulb Iron	5 x 4	5 x 4	BILGE	5 x 4	5 x 4
" do. Intercoastal plates riveted to plating for length	5 x 4	5 x 4	" do. Bulb Iron	5 x 4	5 x 4
BILGE STRINGER Angle Irons	5 x 4	5 x 4	" do. Intercoastal plates riveted to plating for length	5 x 4	5 x 4
Intercoastal plates riveted to plating for length	5 x 4	5 x 4	BILGE STRINGER	5 x 4	5 x 4
SIDE STRINGER Angle Irons	5 x 4	5 x 4	Angle Irons	5 x 4	5 x 4
Transoms, material. Knight-heads. Hawse Timbers.	5 x 4	5 x 4	do. Bulb Iron	5 x 4	5 x 4
Windlass	5 x 4	5 x 4	do. Intercoastal plates riveted to plating for length	5 x 4	5 x 4
Pall Bitt	5 x 4	5 x 4	BILGE STRINGER	5 x 4	5 x 4

Flat Keel Plates, breadth and thickness	42	11	36	11
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	42	11	36	11
of doubling at Bilge, or increased thickness, and length applied	42	11	36	11
fin up. part of Bilge to l.r. edge of Sh'rstrake	42	11	36	11
Main Sheerstrake, breadth and thickness	42	11	36	11
of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	42	11	36	11
Up. or Spar Dk Sh'rstrake, brdth & thickness	42	11	36	11
Butt Straps to outside plating, breadth & thickness	42	11	36	11
Lengths of Plating	42	11	36	11
Shifts of Plating, and Stringers	42	11	36	11
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	42	11	36	11
Angle Iron on ditto	42	11	36	11
Tie Plates fore and aft, outside Hatchways	42	11	36	11
Diagonal Tie Plates on Beams No. of Pairs	42	11	36	11
Planksheer material and scantling	42	11	36	11
Waterways do. do.	42	11	36	11
Flat of Upper Deck do. do.	42	11	36	11
How fastened to Beams	42	11	36	11
Stringer Plate on ends of Main or Middle Deck	42	11	36	11
Beams, breadth and thickness	42	11	36	11
Is the Stringer Plate attached to the outside plating?	42	11	36	11
Angle Irons on ditto, No.	42	11	36	11
Tie Plates, outside Hatchways	42	11	36	11
Diagonal Tie Plates on Beams, No. of pairs	42	11	36	11
Waterways materials and scantlings	42	11	36	11
Flat of Middle Deck do. do.	42	11	36	11
How fastened to Beams	42	11	36	11
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	42	11	36	11
Is the Stringer Plate attached to the outside plating?	42	11	36	11
Angle Irons on ditto, No.	42	11	36	11
Stringer or Tie Plates, outside Hatchways	42	11	36	11
Flat of Lower Deck	42	11	36	11
Ceiling betwixt Decks, thickness and material	42	11	36	11
in hold do. do.	42	11	36	11
Main piece of Rudder, diameter at head	42	11	36	11
do. at heel	42	11	36	11
Can the Rudder be unshipped afloat?	42	11	36	11
Bulkheads No. one Thickness of	42	11	36	11
Height up	42	11	36	11
How secured to sides of ship	42	11	36	11
Size of Vertical Angle Irons	42	11	36	11
Are the outside Plates doubled two spaces of Frames in length?	42	11	36	11

The FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/8 in. Rivets, about 7 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to gunwale and to 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 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Three Strakes 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 3/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/8 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 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 5 1/2 Breadth of laps of plating in single riveting -

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

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

Beams of the various Decks, how secured to the sides? By welded knees with six bolts No. of Breasthooks, Three Crutches, Three

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

Manufacturer's name or trade mark, Angles from Middletown (170 lbs 40.) Plates from Sheffield (160 lbs 40.)

The above is a correct description

FOR BARROW SHIPBUILDING CO. LIMITED

Builder's Signature, James Watson

Surveyor's Signature, W. J. Miles

Register of British and Foreign Shipping.

CENTRAL MANAGER

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? 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 through the butts. 15468. Iron.

Masts, Bowsprit, Yards, &c., are 4 Iron 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 & Main Lower Masts 85 & 88 feet long respectively and 31 ins. diameter. Mizzen Mast 79 1/2 feet long and 26 ins. diameter. Bowsprit 37 1/2 feet long and 30 ins. diameter. Plates 7/16 & 1/2 thick. (See sketch attached)

NUMBER for EQUIPMENT 19234		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.
Double end No. 1 and 2	SAILS.	270	1 1/8	59 ins	2700. 1 1/8	59 1/2	Bowers	1	32.0.25	30 1/2 tons	32	30 1/2
	Fore Sails,							1	32.0.22	30 1/2 tons	32	30 1/2
	Fore Top Sails,							1	27.2.23	26 1/2 tons	27 1/2	
	Fore Topmast Stay Sails											
	Main Sails,											
Double end No. 2 and 3	Main Top Sails,	300	1 1/8	67 3/4	3000. 1 1/8	67 3/4	Stream	1	13.0.6		13	
	Warp							1	6.2.3		6 1/2	
	quality							1	3.1.0		3 1/4	

Standing and Running Riggig Chaseant was gain sufficient in size and Good in quality. She has two Long Boats and four others.
The Windlass is Good Capstan Good and Rudder Good Pumps Good sufficient.

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, and mooring pipes.

Cargo Hatchways.—How formed? Iron comings and headledges rivetted together.

State size Main Hatch 16 x 12 Forehatch 6 x 6 Quarterhatch 8 x 7.

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? One iron shifting beam in main hatchway.

Hatches, If strong and efficient? yes.

Order for Special Survey No. <u>229</u>	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	<u>Built under special survey 1874 Nov. 30 Dec. 7-11-19. 1875 Jan. 9-19</u>
Date <u>19 Nov. 1874</u>		2nd. On the plating during the process of riveting	<u>29. Feb. 10-17-22-25-27. March 5-10-13-16-24-30 April 1-2-7-12-15-20-22-29</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>May 4-8-14-21-24-25 June 2-5-9-11-15-17-21-24-28-30. July 3-6-7-10</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<u>13-15-19-21-27-29-30 Aug. 4-5-7-10-12-14-17-19-20-25-26-27 Sept. 1-2-8-9-11-13-14-17-20-22-24-27-30 Oct. 4-6-8-13-15-18-20-22-25-26-27-28-30 Nov. 1-4-6.</u>
No. <u>23</u> in builder's yard.		5th. After the ship was launched and equipped	<u>1-2-8-9-11-13-14-17-20-22-24-27-30 Oct. 4-6-8-13-15-18-20-22-25-26-27-28-30 Nov. 1-4-6.</u>

General Remarks (State quality of workmanship, &c.)

This Vessel has been built in accordance with the midship section attached, and in other respect in accordance with the Rules. The workmanship is good. A Forecastle is fitted 34 feet long - a deck and engine house 38 feet long and a poop 45 feet long. The collision bulkhead is 16 feet from the stern - and efficient painting beams and stringers are fitted.

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 Scrubbed and painted. Outside Paint and composition.
I am of opinion this Vessel should be Classed 100 A 1. Two decks.

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, W.B. William Rath
Special ... £ 57 : 17 : 0 12 Nov 1875
Certificate ... : : :
(Travelling Expenses, if any, £ 5 : 5 : 0).

Committee's Minute 18
Character assigned —
Superintendent
Lloyd's Register Foundation