

IRON SHIP.

15630

No. 2234 Survey held at Refectory Date, First Survey 14th May Last Survey 20th December 1896On the Iron Sailing Ship "Sparro" Master

TONNAGE under }
Tonnage Deck } 1301.65
Ditto of Third, Spar, }
or Awning Deck. }
Ditto of Poop, or }
Raised Or. Dk. } 86.44
Ditto of Houses }
on Deck } 11.86
Ditto of Forecastle }
Gross Tonnage } 1499.95
Less Crew Space } 218.02
Less Engine Room }
Register Tonnage } 1281.93
as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 18.00
DEPTH from upper part of Keel to top of Upper Deck Beams 25.20
GIRTH of Half Midship Frame (as per Rule) 27.50
1st NUMBER 80.40
1st NUMBER, if a THREE-DECKED VESSEL
[deduct 7 feet
LENGTH 220.00
2nd NUMBER 174.54
PROPORTIONS—Breadths to Length 0.11
Depths to Length—Upper Deck to Keel 8.43
Main Deck ditto

Built at Refectory
When built 1845 Launched 11th Decr 45
By whom built W. P. Rogers & Co
Owners H. P. Rogers & Co
Port belonging to Liverpool
Destined Voyage

Surveyed while Building, Afloat, and in Dry Dock.

LENGTH on deck as per Rule 220 Feet. 0 Inches. BREADTH—Moulded 36 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 25 Feet. 2 1/2 Inches. Power of Engines 400 Horse. N^o. of Decks with flat laid 4 N^o. of Tiers of Beams 4

Dimensions of Ship per Register, length 223 breadth 36.3 depth 22.85

KEEL, depth and thickness 9 1/2 x 2 1/2
STEM, moulding and thickness 8 1/2 x 2 1/2
STERN-POST for Rudder do. do. 8 1/2 x 2 1/4
for Propeller 24
Distance of Frames from moulding edge to moulding edge, all fore and aft 24

FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships 5 x 3 1/2
Do. for $\frac{1}{2}$ at each end 5 x 3 1/2

REVERSED FRAMES, Angle Iron 5 x 3 1/2

FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 1/2 x 10
thickness at the ends of vessel 9 x 8
depth at $\frac{3}{4}$ the half-bdth. as per Rule 13 x 10
height extended at the Bilges 56 x 10

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper edge 3 x 4
Average space 4 feet

BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single, or double Angle Iron, on Upper Edge 3 x 4
Average space 4 feet

BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron }
Single or double Angle Iron on Upper Edge 3 1/2 x 4
Average space 4 feet

KEELSONS Centre line, single or double plate, box, or Intercostal, Plates 11 x 12
" Rider Plate 11 x 12
" Bulb Plate to Intercostal Keelson 5 x 4
" Angle Irons 5 x 4
" Double Angle Iron Side Keelson 5 x 4
" Side Intercostal Plate 5 1/2 x 8
" do. Angle Irons 5 1/2 x 8
" Attached to outside plating with angle iron 5 1/2 x 8

BILGE Angle Irons 5 x 4
" do. Bulb Iron 5 x 4
" do. Intercostal plates riveted to plating for length 5 x 4

BILGE STRINGER Angle Irons 5 x 4
Intercostal plates riveted to plating for length 5 x 4

SIDE STRINGER Angle Irons 5 x 4

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass C. B. R. Pall Bitt Iron

The FRAMES extend in one length from Centre line to up deck & Rail at

The REVERSED ANGLE IRONS on floors and frames extend from up deck middle line to up deck and to up 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 1/8 in. diameter, averaging 5 ins. from centre to centre.

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

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

Butts of 3 Strakes at Bilge for 10 length, treble riveted with Butt Straps 1 1/2 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 1/8 in. diameter, averaging 1 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/8 in. diameter, averaging 1 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. on lower edge

Butts of Main Sheerstrake, treble riveted for length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 10 length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5

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

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

Beams of the various Decks, how secured to the sides? Iron Thomas down & riveted No. of Breasthooks, 3 Crutches, 3

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

Manufacturer's name or trade mark, "Thompson's"

The above is a correct description.

Builder's Signature, Farland & Co Surveyor's Signature, James M. Neil

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

