

IRON SHIP.

No. 362 Survey held at *Hayle* Date, First Survey *Nov. 1873* Last Survey *October 1875*In the *pro tem**Frank Batters* / *Master* *Lubra*

TONNAGE under

Tonnage Deck *466 - 83*

Ditto of Third, Spar,

or Awning Deck.

Ditto of Poop, or

Raised Qr. Dk.

Ditto of Houses

on Deck

Ditto of Forecastle

Gross Tonnage

Less Crew Space

Less Engine Room *187 - 59*

Register Tonnage

as out on Beam *279 - 24*

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) *13 - 15*DEPTH from upper part of Keel to top of Upper Deck Beams *12 - 375*GIRTH of Half Midship Frame (as per Rule) *24 - 0*1st NUMBER *over 7200*1st NUMBER, if a THREE-DECKED VESSEL *under 8900*

[deduct 7 feet]

LENGTH

2nd NUMBER

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel *over 14*Main Deck ditto *under 15*Built at *Hayle*When built *1874*Launched *1874*By whom built *Harvey & Co*

Owners

Port belonging to

Destined Voyage *At Hayle since launch*

If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *173 - 6* BREADTH Moulded *27 - 5* DEPTH top of Floors to Upper Deck Beams *11 - 4* Do. do. Main Deck Beams *11 - 4* Power of Engines *50* Horse. *50* No. of Decks with flat laid *One* No. of Tiers of BeamsDimensions of Ship per Register, length, *173 - 6* breadth, *27 - 5* depth, *11 - 4*KEEL, depth and thickness *6 1/2 x 2 1/2* Inches in Ship. *7 1/4 x 7/8* Inches per Rule.STEM, moulding and thickness *6 1/2 x 2 1/2*STERN-POST for Rudder do. do. *See Sketch*for Propeller *do*Distance of Frames from moulding edge to moulding edge, all fore and aft *21* (Class *21*)FRAMES, Angle Iron, for 1/2 length amidships *3 3 6* Inches in Ship. *3 3 6* Inches per Rule.Do. for 1/2 at each end *3 3 6*REVERSED FRAMES, Angle Iron *2 1/2 2 1/2 5*FLOORS, depth and thickness of Floor Plate *12 12 6*at mid line for half length amidships *5*thickness at the ends of vessel *5*depth at 1/2 the half-bath, as per Rule *5*height extended at the Bilges *See Midship Section*BEAMS, Upper, *See Midship Section*Height of d'ble Ang. Iron, *See Midship Section*Average space *3 ft. 6*BEAMS, Main, or Middle Deck *See Midship Section*Height of d'ble Ang. Iron, Plate or Tee Bulb Iron *See Midship Section*Average space *See Midship Section*BEAMS, Lower Deck, Hold, or Orlop *See Midship Section*Height of d'ble Ang. Iron, Plate or Tee Bulb Iron *See Midship Section*Average space *See Midship Section*BEAMS, Centre line, single *See Midship Section*Box or Intercoastal, Plates *See Midship Section*Rider Plate *See Midship Section*Bulb Plate to Intercoastal Keelson *See Midship Section*Angle Irons *See Midship Section*Double Angle Iron Side Keelson *See Midship Section*Side Intercoastal Plate *See Midship Section*do. Angle Irons *See Midship Section*Attached to outside plating with angle iron *See Midship Section*BILGE Angle Irons *See Midship Section*do. Bulb Iron *See Midship Section*do. Intercoastal plates riveted to plating for length *See Midship Section*BILGE STRINGER Angle Irons *See Midship Section*Intercoastal plates riveted to plating for length *See Midship Section*SIDE STRINGER Angle Irons *See Midship Section*Transoms, material. Knight-heads. Hawse Timbers. *Iron*Windlass *Iron Patent* Pall BittThe FRAMES extend in one length from *Middle Line* to *Deck*The REVERSED ANGLE IRONS on floors and frames extend from middle line to *half midship depth* and to *every frame*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 *4 1/2* 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 *2 3/4* ins. from centre to centre.Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *3/4* in. diameter averaging *2 3/4* ins. from centre to centre.Edges from bilge to Main Sheerstrake, worked clencher, double *single* riveted; with rivets *3/4* in. diameter, averaging *2 3/4* ins. from cr. to cr.Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *3/4* in. diameter, averaging *2 3/4* ins. from cr. to cr.Edges of Main Sheerstrake, double *single* riveted. Upper Sheerstrake, double *single* riveted.Butts of Main Sheerstrake, *double* riveted for *whole* length *amidships* Butts of Upper or Spar Sheerstrake, *double* riveted *whole* length *amidships*Butts of Main Stringer Plate, *double* riveted for *whole* length *amidships* Butts of Upper or Spar Stringer Plate, *double* riveted *whole* length *amidships*Breadth of laps of plating in double riveting *4 1/4* Breadth of laps of plating in single riveting *2 1/4*Butt Straps of Keelsons, Stringer and Tie Plates, *double* riveted? *Yes*Waterway, how secured to Beams *See Sketch* (Explain by Sketch, if necessary.)Beams of the various Decks, how secured to the sides? *by Girders* No. of Breasthooks, *Three* Crutches, *None*What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Welsh*Manufacturer's name or trade mark, *Old Lodge (Newell)*

The above is a correct description.

Builder's Signature, *Harvey & Co* Surveyor's Signature, *H. J. W. G. 2019*

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

Lloyd's Register of British and Foreign Shipping.

IRON 466-0444

Workmanship. Are the butts of plating planed or otherwise fitted?

Chipped and filed

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? *No*

15694 Iron

Masts, Bowsprit, Yards, &c., are *new* 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. *Revels. Old Lodge Llanidloes*

State also Length and Diameter of Lower Masts and Bowsprit

Fore Mast from deck to hounds 44-0 pole 18 ft. }
Main Mast " " " 46-6 " 16 " } Wood

NUMBER for EQUIPMENT

No.	SAILS.	CABLES, &c.	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.
1	Fore Sails,	Chain	210	1 3/16	25-10-0-0	17 5/16	7 tons	3 Bowers	1	12-2-16	14-18-2-5	12 (1A)	13 7/16
	Fore Top Sails,	Bradley near Stonebridge				1 3/16	25 3/8		2	12-0-23	14-0-2-14		
	Fore Topmast Stay Sails	R. Ashton Supt							3	10-1-12	12-6-0-23		
	Main Sails,	Hmpn Strm Cbl	90	9/2									
	Main, Top Sails,	Hawser ...	90	7				Stream	1	4-0-0	6-7-2-0	5	Stock
	and Square Sail	Towlines ...	90	5				Kedges	1	3-3-26	6-7-2-0	2 1/2	included
		Warp ...	90	4					2	2-0-0	4-10-0-0	1 1/2	

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *one* Life Boat

The Windlass is *Harfield's Patent* Capstan *Iron* and Rudder *Iron* Pumps *Iron*

Engine Room Skylights.—How constructed? *of wood on top of bridge* How secured in ordinary weather? *By Bolts & hooks*

What arrangements for deadlights in bad weather? *Wood deadlight fixed securely to frame*

Coal Bunker Openings.—How constructed? *of Cast Iron* How are lids secured? *by lock Bolts* Height above deck? *10"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers & relieving ports in Bulwark*

Cargo Hatchways.—How formed? *of Iron Combings & Wood Hatches*

State size Main Hatch *24-2 x 8-6* Forehatch *6-7 1/2 x 6-7 1/2* Quarterhatch *13-7 1/2 x 8-1*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. *13* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid....
- 4th. When the ship was complete, and before the plating was finally coated or cemented...
- 5th. After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This Vessel was surveyed by Mr. W. D. Matthews while building. accompanied occasionally by myself - it is now principally from his note book again examined, and compared where it was practicable, that the foregoing particulars have been obtained - She was originally built for the conveyance of Iron. ~~Old ship~~ ~~to the United Kingdom~~ - is fitted with double Bottom for about 90 feet of her length Amidships, with seven Keelsons running the whole length of Ballast Tank. Secured to double Reverse Frames and Tops of Tanks - and extra additional longitudinal strength by two stringer plates on each side, between Upper Deck Stringer and Top of Ballast Tank - particulars described in sketch of midship section - The dimensions in some instances are not in accordance with the Rules, but in my opinion they are sufficiently compensated for by the extra longitudinal strengtheners inside as well as out - The Certificates of Chains and Anchors bearing date 1872 - is owing to the fact that the Builders at that time built a similar ship, and having this contract then on hand, they ordered the Cable & Anchors for both vessels together - but in consequence of the War in Spain, it has not been carried out - The Workmanship throughout is very good - materials of best quality, and is apparently a very strong vessel - Flush Deck -*

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.

How are the surfaces preserved from oxidation? Inside *Bottom to Turn of Bilges Cemented* Outside *Painted*

I am of opinion this Vessel should be Classed *90 A*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me,

Special ... £ *10 : 10 : 0*

Certificate ...

(Travelling Expenses, if any, £ *18/6*.)

Committee's Minute *21st Oct*

Character assigned *90 A*

taken from the London Surveyors

Remarks have been complied

High Surveyor

1875



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