

IRON SHIP. 15753

No. 12080 Survey held at *Newcastle* Date, First Survey *15 June 1875* Last Survey *14 January 1876*

On the *S. S. "Monte Moro"*

Master *W. Irving*

TONNAGE under Tonnage Deck *1752.96*
 Ditto of Third, Spar, or Awning Deck *23.80*
 Ditto of Poop, or Raised Or Deck *23.80*
 Ditto of Hold on Deck *23.80*
 Ditto of Forecastle *23.80*
 Gross Tonnage *1825.08*
 Less Crew Space *57.68*
 Less Engine Room *58.56*
 Register Tonnage (as cut on Beam) *1756.52*

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) *17.0*
 DEPTH from upper part of Keel to top of Upper Deck Beams *26.66*
 GIRTH of Half Midship Frame (as per Rule) *39.08*
 1st NUMBER *82.74*
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet] *75.74*
 LENGTH *273.5*
 2nd NUMBER *20.714*
 PROPORTIONS—Breadths to Length *8.04*
 Depths to Length—Upper Deck to Keel *10.1*
 Main Deck ditto *13.91*

Built at *Newcastle*
 When built *1875* Launched *29th Nov 1875*
 By whom built *C. S. Swan & Co*
 Owners *Hall, Blenkinsop & Co*
 Port belonging to *South Shields*
 Destined Voyage *Bombay*
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *273* Feet. Inches. BREADTH—Moulded *34* Feet. Inches. DEPTH top of Floors to Upper Deck Beams *26* Feet. Inches. Do. do. Main Deck Beams *17* Feet. Inches. Power of Engines *160* Horse. N° of Decks with flat laid *2* N° of Tiers of Beams *3*

Dimensions of Ship per Register, length, *273.5* breadth, *34.0* depth, *24.7*
Rules 1875.
 KEEL, depth and thickness *9 1/2 x 2 1/2*
 STEM, moulding and thickness *9 x 2 1/2*
 STERN-POST for Rudder do. do. *9 x 5*
 for Propeller *9 x 5*
 Distance of Frames from moulding edge to moulding edge, all fore and aft *24*
 FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/2 at each end *5 3 8/16*
 REVERSED FRAMES, Angle Iron *3 3 7/16*
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships *2 3/2 x 9/16*
 thickness at the ends of vessel *10/16 in. Engine space*
 depth at 1/2 the half-bdth. as per Rule *As per Section*
 height extended at the Bilges *As per Section*
 BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron *7 7/16*
 Single or double Angle Iron on Upper edge *3 3 6/16*
 Average space *48*
 BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron *5 1/2 3 8/16*
 Single or double Angle Iron, on Upper Edge *at hatches*
 Average space *8. 8/16 bulb*
 BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron *8 1/2 8/16*
 Single or double Angle Iron on Upper Edge *3.5 7/16*
 Average space *9.5 10 frame spaces*
 KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates *18 13/16*
 " Rider Plate *11 3/4 13/16*
 " Bulb Plate to Intercoastal Keelson *In Tank 20x48 with Tank*
 " Angle Irons *Bridges as shown on Section*
 " Double Angle Iron Side Keelson *5 1/2 4 9/16*
 " Side Intercoastal Plate *8/16*
 " do. Angle Irons *3 3 7/16*
 " Attached to outside plating with angle iron *3 3 7/16*
 BILGE Angle Irons *5 1/2 4 9/16*
 " do. Bulb Iron *and Bridges as shown on the Section*
 " do. Intercoastal plates riveted to plating for length *on the Section*
 BILGE STRINGER Angle Irons *5 1/2 4 9/16*
 Intercoastal plates riveted to plating for length *Bulb bar*
 SIDE STRINGER Angle Irons *8 8/16*

Rules 1875
 Flat Keel Plates, breadth and thickness *36 12/16*
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied *10/16 alternately 10 8 11/16*
 fin up. part of Bilge to Ir. edge of Sh'rstrake *Three Strakes Three Strakes 1/16 thicker 9/16 thicker*
 Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied *10/16 11/16 alternately 10 8 11/16*
 from Mn. to Up. or Spar Dk. Sh'rstrake *40 x 13/16 40. 13/16*
 Up. or Spar Dk Sh'rstrake, brdth & thickness *16 3/4 x 9 3/4 13/16 5 8/16*
 Butt Straps to outside plating, breadth & thickness *10 feet 10 feet*
 Lengths of Plating *4 4*
 Shifts of Plating, and Stringers *4 4*
 Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness *5 2 10/16 60 10/16*
 Angle Iron on ditto *4.4. 9/16 4.4. 9/16*
 Tie Plates fore and aft, outside Hatchways *14 9/16 14 9/16*
 Diagonal Tie Plates on Beams No. of Pairs, *none none*
 Planksheer material and scantling *Iron Gutter waterway*
 Waterways do. do. *4" S. pine 4"*
 Flat of Upper Deck do. do. *nut & screw bolts*
 How fastened to Beams *50 9/16 with complete from deck 9/16 thick*
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *40 20 section*
 Is the Stringer Plate attached to the outside plating? *Yes*
 Angle Irons on ditto, No. *2 4.4. 9/16 4.4. 9/16*
 Tie Plates, outside Hatchways *Iron deck*
 Diagonal Tie Plates on Beams, No. of pairs *Iron waterway*
 Waterways materials and scantlings *6/16 Iron 6/16 Iron*
 Flat of Middle Deck do. do. *by rivets*
 How fastened to Beams *35. 9/16 35 9/16*
 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *Yes*
 Is the Stringer Plate attached to the outside plating? *Yes*
 Angle Irons on ditto, No. *2 4.4. 9/16 4.4. 9/16*
 Stringer or Tie Plates, outside Hatchways *Up. Awning*
 Flat of Lower Deck *3 ins 6 3/4 3 1/2*
 Ceiling betwixt Decks, thickness and material *3 ins 6 3/4 3 1/2*
 Main piece of Rudder, diameter at head *6 3/4 3 1/2*
 do. at heel *6/16*
 Can the Rudder be unshipped afloat? *Yes*
 Bulkheads No. *5* Thickness of *6/16*
 Height up *Fore & Aft deck, N.T. flat aft, all others to Main deck*
 How secured to sides of ship *Between double framed*
 Size of Vertical Angle Irons *3.3. 7/16* 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 *Iron patent* Pall Bitt *Iron*

The FRAMES extend in one length from *Keel* to *Gunwale* Riveted through plates with *3/4* in. Rivets, about *6* apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to *above M^d deck* and to *upper 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 1/2* ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *7/8* in. diameter, averaging *3 7/8* ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *7/8* in. diameter averaging *3 7/8* ins. from centre to centre.
 Butts of *3* 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 *7/8* in. diameter, averaging *3 7/8* ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *7/8* in. diameter, averaging *3 7/8* 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 *1/2* length.
 Breadth of laps of plating in double riveting *6 times the 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 *Bolts & Rivets* (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *Plates riveted to frame* No. of Breasthooks, *5* Crutches, *5*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Walter Swan & Co & H. P. & Co*
 Manufacturer's name or trade mark, *Walter Swan & Co & H. P. & Co*

The above is a correct description.
 Builder's Signature, *P. C. S. Swan & Co* Surveyor's Signature, *H. P. & Co*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Official Number 69866

2000 (12.6.75).

IRON 465-0003

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*

15753 *Lion*

Masts, Bowsprit, Yards, &c., are *all* 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 mast Length 79-6. Dia 23 in*
Masts of Iron Main - 74-6 - 21

NUMBER for EQUIPMENT 22629		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.
N ^o .	SAILS.	CABLES, &c.	Chain				Bowers					
One	Fore Sails,	270	13/4	55.1.8	270.13/4	55 2/20		1	30.2.16	29.2.3.7	30.1.0	28 12/20
Full	Fore Top Sails,	13.5		77.1.8				1	30.0.16	28.15.1.7		25 4/20
Suit	Fore Topmast Stay Sails	2.P.H. Z.H. R. Barrell Sep 28.9.75						1	26.0.0	25.5.8	25.2.0	21.9.75
8	Main Sails,	90	1	90.1/16			(State Machine where tested, Date, & name of Superintendent.)					
Spare	Main Top Sails,	90	1	90.11			Stream	...	12.0.0		12.0.0	
and		90	2	90.7			Kedges	...	6.0.0		6.0.0	
		180	6						3.0.0		3.0.0	

Standing and Running Rigging *Wire & hamp* sufficient in size and *good* in quality. She has *two* Life Boats and *two* others. The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good & efficient*

Engine Room Skylights.—How constructed? *Iron casing & casing* How secured in ordinary weather? *Leak skylights on top of casing*

What arrangements for deadlights in bad weather? *Leak shutters & Bulls eyes*

Coal Bunker Openings.—How constructed? *Square hatches* How are lids secured? *Iron bars* Height above deck? *12 in*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers & Ports cut in the Bulwarks*

Cargo Hatchways.—How formed? *of Iron*

State size Main Hatch *28 ft x 11 ft* Forehatch *20 ft x 11 ft* Quarterhatch *8 ft x 8 ft*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Two beams in the large hatch.*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *10000* 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 *Built under Special Survey.*

Date *20 April 1875* 2nd. On the plating during the process of riveting *12.7.5 June 15.17.21.22.25. July 7.9.13.24.30.*

Order for Ordinary Survey No. *✓* 3rd. When the beams were in and fastened, and before the decks were laid... *Aug 6.11.17.23.27.31. Sep 2.7.10.15.21.28. Oct 1.2.*

Date *✓* 4th. When the ship was complete, and before the plating was finally coated or cemented... *4.8.13.18.20.22.28. Nov 2.10.14.24. Dec 10.17.*

No. *21* in builder's yard. 5th. After the ship was launched and equipped *21.24.31.1876 Jan 11.14.*

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the appended approved Midship Section, and Letter of 27th April 1875. the Hold beams are spaced 9 and 10 frame spaces apart with single angle iron on inner edge of stumper plate as shown on the Section, a complete iron deck is fitted on the Main deck beams. She is fitted with a double bottom for 36 ft in length in the Engine room, and in the after hold for 76 ft in length, the tanks have been tested to the load line, and found to be satisfactory. The workmanship is well executed, and the rule for the class contemplated complied with.*
She is a Sister Vessel to the "Stelvio"
Report N^o 13009.

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Cement & paint* Outside *paint*

I am of opinion this Vessel should be Classed *100 A 1, "Three Deck"*

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

Special ... £ 60 : 2 : 6 2nd Jan 1876 *J. Monerby*

Certificate ... *✓*

(Travelling Expenses, if any, £ ...)

Committee's Minute *1st February 1876*

Character assigned *100 A 1*

2 Dks (Iron Dks) & 100 P
3 Iron Bars
Lloyds Mc.

it. Name of S. O. when 93 & well known, house at the on office.

