

# 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...  
 Ditto of Poop or Raised Or. Dk. 23.80  
 Ditto of Hold on Yards...  
 Ditto of Forecastle...  
 Gross Tonnage 1776.76  
 Less Crew Space 51.68  
 Less Engine Room 58.56  
 Register Tonnage as cut on Beam 1656.52

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
 SPAR, OR AWNING DECKED VESSEL.  
 HALF BREADTH (moulded)... 17.0 Feet.  
 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 7  
 [deduct 7 feet] 75.74  
 LENGTH 273.5  
 2nd NUMBER 20.714  
 PROPORTIONS—Breathths 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 29<sup>th</sup> 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.

Official Number 69866

PLAN

LENGTH on deck as per Rule 273 Feet. Inches 6 BREADTH—Moulded... 34 Feet. Inches 0 DEPTH top of Floors to Upper Deck Beams 26 Feet. Inches 6 1/2 Do. do. Main Deck Beams... 17 Feet. Inches 8 1/2 Power of Engines 160 Horse. N<sup>o</sup>. of Decks with flat laid 2 N<sup>o</sup>. of Tiers of Beams 3

Dimensions of Ship per Register, length, 273.0 breadth, 34.0 depth, 24.7		Rules 1875		Inches. In Ship.	16ths. In Ship.	Inches. per Rule	16ths. per Rule
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2 x 2 1/2	9 1/2	16	9 1/2	16
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2	9 x 2 1/2	9	16	9	16
STERN-POST for Rudder do. do. for Propeller	9 x 5	9 x 5	9 x 5	9	16	9	16
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	24	24	16	24	16
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end	5 3/8	5 3/8	5 3/8	5 3/8	16	5 3/8	16
REVERSED FRAMES, Angle Iron	3 3/8	3 3/8	3 3/8	3 3/8	16	3 3/8	16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	2 3/4 x 9/16	2 3/4 x 9/16	2 3/4 x 9/16	2 3/4	16	2 3/4	16
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 Average space	5 3/8	5 3/8	5 3/8	5 3/8	16	5 3/8	16
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron Single, or double Angle Iron, on Upper Edge Average space	5 1/2	5 1/2	5 1/2	5 1/2	16	5 1/2	16
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 Average space	3 5/8	3 5/8	3 5/8	3 5/8	16	3 5/8	16
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates Rider Plate Bulb Plate to Intercoastal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercoastal Plate do. Angle Irons Attached to outside plating with angle iron	18	18	18	18	16	18	16
BILGE Angle Irons do. Bulb Iron do. Intercoastal plates riveted to plating for length	5 1/2	5 1/2	5 1/2	5 1/2	16	5 1/2	16
BILGE STRINGER Angle Irons Intercoastal plates riveted to plating for length Bulb bar	8	8	8	8	16	8	16
SIDE STRINGER Angle Irons							
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<sup>d</sup> 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 Breadth of laps of plating in single riveting 4  
 Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble and double  
 Waterway, how secured to Beams Plate & Rivets (Explain by Sketch, if necessary.)  
 Beams of the various Decks, how secured to the sides? Iron 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.?  
 Manufacturer's name or trade mark, Walker Iron Co & H. P. G. Giller  
 The above is a correct description.  
 Builder's Signature, C. S. Swan & Co Surveyor's Signature, M. Moverly  
 Surveyor to Lloyd's Register of British and Foreign Shipping.

2900 (12/6/75)

IRON 465-0003

