

IRON SHIP.

15916

No. 13112 Survey held at Newcastle Date, First Survey, 5th Oct 1875 Last Survey 20th July 1876

On the Iron Screw Steamer "Falcon"

Master Thos. H. Wales

TONNAGE under Tonnage Deck 511.18

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Newcastle

Ditto of Third Spar 97.34

SPAR, OR AWNING DECKED VESSEL.

When built 1876 Launched 10th Jan'y.

Ditto of Poop, or 9.43

HALF BREADTH (moulded) 13.6

By whom built C. Mitchell & Co.

Ditto of Houses or Deck 31.21

DEPTH from upper part of Keel to top of Upper Deck Beams 15.3 1/2

Owners General Steam Navigation Co.

Ditto of Forecastle 649.16

GIRTH of Half Midship Frame (as per Rule) 25.3

Port belonging to London

Gross Tonnage 649.16

1st NUMBER 34.05

Destined Voyage London

Less Space 30.34

2nd NUMBER 10728

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

Less Engine Room 230.13

PROPORTIONS—Breadths to Length 1.3

White building

Register Tonnage as out on Beam 388.69

LENGTH 198.5

Depths to Length—Upper Deck to Keel 12.9

Main Deck ditto

LENGTH on deck as per Rule 198 Feet. 6 Inches. BREADTH—Moulded 24 Feet. 0 Inches. DEPTH top of Floors to Upper Deck Beams 13 Feet. 11 1/2 Inches. Do. do. Main Deck Beams 13 Feet. 11 1/2 Inches. Power of Engines 100 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 2

Dimensions of Ship per Register, length, 200.0 breadth, 24.25 depth, 14

KEEL, depth and thickness 1 1/2 x 2 1/2 Inches in Ship. Inches per Rule. 1 1/2 x 2 1/2
STEM, moulding and thickness 1 1/2 x 4 1/2
STERN POST for Rudder do. do. 1 1/2 x 4 1/2
for Propeller 1 1/2 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 22 (Class 100A.)

FRAMES, Angle Iron, for 1/2 length amidships 3 1/2 x 3 x 6 Inches in Ship. Inches in Ship. 16ths required per Rule per Rule per Rule
Do. for 1/2 at each end 3 1/2 x 3 x 5
REVERSED FRAMES, Angle Iron 3 x 2 1/2 x 5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 16 x 6 x 15 1/2
thickness at the ends of vessel 7 1/2 x 5
depth at 1/2 the half-bdth. as per Rule 7 1/2
height extended at the Bilges 31

BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron 6 1/2 x 6 x 6 1/2
Single or double Angle Iron on Upper edge 2 1/2 x 2 1/2 x 6
Average space 44

BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 5 x 3 x 6
Single or double Angle Iron on Upper edge 4 1/2
Average space 44

BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 5 x 3 x 6
Single or double Angle Iron on Upper edge 4 1/2
Average space 44

KEELSONS Centre line, single or double plate 19 x 7 x 18 1/2
" Intercoastal, Plates 6 1/2 x 6 x 6 1/2
" Bulb Plate to Intercoastal Keelson 4 1/2 x 3 x 7
" Angle Irons 4 1/2 x 3 x 7
" Double Angle Iron Side Keelson 4 1/2 x 3 x 7
" Side Intercoastal Plate 4 1/2 x 3 x 7
" do. Angle Irons 4 1/2 x 3 x 7
" Attached to outside plating with angle iron

BILGE Angle Irons 4 1/2 x 3 x 7
do. Bulb Iron 6 1/2 x 6 x 6 1/2
do. Intercoastal plates riveted to plating for length

BILGE STRINGER Angle Irons 4 1/2 x 3 x 7
Intercoastal plates riveted to plating for length 4 1/2 x 3 x 7

SIDE STRINGER Angle Irons 4 1/2 x 3 x 7
Plate 12 x 7
Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Banker Pat. Pall Bitt ✓

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 across middle line to Upper part of bilge and to Gunwale 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 1/8 in. diameter, averaging 3 3/4 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 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.
Butts of Two Strakes at Bilge for half length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Edges of Main Sheerstrake, double and 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 4 1/2 to 5 1/2 Breadth of laps of plating in single riveting 2 1/2

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

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

Beams of the various Decks, how secured to the sides? Welded knees riveted to frames No. of Breasthooks, Four Crutches, Three.

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

Manufacturer's name or trade mark, Angler, Felling Co. Robt Bell Ridley & Co.

The above is a correct description.

Builder's Signature, Ernest Hill

Surveyor's Signature, J. H. Cooke

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

Workmanship.

Are the butts of plating planed or otherwise fitted? *Planed.*

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- 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.*

Masts, Bowsprit, Yards, &c., are *New* & in *good* condition, and sufficient in size and length. If of Iron or Steel give Scanlings 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

Foremast from deck 70 ft dia 15 in P. Pine
Main - 72 ft - 15 in "
Fore yard Red Pine 50 ft - 10 "

NUMBER for EQUIPMENT		11800		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't req'd per Rule.	Test req'd per Rule.	
N ^o . <i>Single Sail of Sails</i>	SAILS.	CABLES, &c.		210	1 1/4	28 1/2	210-1 1/4	28 3/20	Bowers	1	14-1-0	15-16-3-14	13-2-0	15 1/2-0	
	Fore Sails,	Chain		13.5	42 1/2			42 1/2		1	14-0-0	15-12-2-0	13-2-0	15 1/2-0	
	Fore Top Sails,									1	11-3-0	13-12-2-0	11-1-25	13 1/2-0	
	Fore Topmast Stay Sails														
	Main Sails,														