

Report No. 4449

# IRON SHIP.

Rec 20/3/76

No. \_\_\_\_\_ Survey held at Hull Date, First Survey 26<sup>th</sup> feby Last Survey 9<sup>th</sup> March 1876

On the Screw Steamer "Baron Hambro" Yard Number \_\_\_\_\_ Master Laverick

<b>TONNAGE</b> under Tonnage Deck } <u>526.45</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Deptford</u>
Ditto of Third, Spar, or Awning Deck. }	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1861</u> Launched <u>Jan'y 28<sup>th</sup></u>
Ditto of Deck, or Raised Cr. Dk. } <u>29.91</u>	<b>HALF BREADTH</b> (moulded) . . . . . <u>12.6</u> Feet.	By whom built <u>Chas Lingley</u>
Ditto of Houses on Deck for Mast } <u>14.43</u>	<b>DEPTH</b> from upper part of Keel to top of Upper Deck Beams <u>16.7</u>	Owners <u>W. Sulley &amp; Co</u>
Ditto of Forecastle	<b>GIRTH</b> of Half Midship Frame (as per Rule) . . . . . <u>25.11</u>	Port belonging to <u>Hull</u>
Gross Tonnage <u>574.09</u>	1st NUMBER . . . . . <u>55.</u>	Destined Voyage _____
Less Crew Space <u>28.10</u>	1st NUMBER, if a <b>THREE-DECKED VESSEL</b> deduct 7 feet . . . . .	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <u>104.30</u>	<b>LENGTH</b> . . . . . <u>209</u>	
Register Tonnage } <u>438.69</u>	2nd NUMBER . . . . . <u>14495</u>	
as cut on Beam }	<b>PROPORTIONS</b> —Breadths to Length . . . . . <u>8</u>	
	Depths to Length—Upper Deck to Keel . . . . .	
	Main Deck ditto . . . . . <u>12 1/2</u>	

**LENGTH** on deck as per Rule 209 Feet. **BREADTH**—Moulded 25 Feet. **DEPTH** top of Floors to Upper Deck Beams 15 Feet. **Power** of Engines . . . . . **Horse**. **N° of Decks** with flat laid one **N° of Tiers of Beams** two

Dimensions of Ship per Register, length, <u>209</u> breadth, <u>25.2</u> depth, <u>14.55</u>	Inches. In Ship.	16ths. In Ship.						
<b>KEEL</b> , depth and thickness <u>3 plates 4 1/2 x 7/8</u>	4 1/2	7/8	7 1/2	7/8	7 1/2	7/8	7 1/2	7/8
<b>STEM</b> , moulding and thickness <u>3 plates 4 1/2</u>	4 1/2	7/8	7 1/2	7/8	7 1/2	7/8	7 1/2	7/8
<b>STERN-POST</b> for Rudder do. do. <u>4 x 5</u>	4	5	7 1/2	4 1/2	7 1/2	4 1/2	7 1/2	4 1/2
for Propeller <u>8 x 5</u>	8	5	7 1/2	8	7 1/2	8	7 1/2	8
Distance of Frames from moulding edge to moulding edge, all fore and aft <u>18 inches</u>	18		22		22		22	
<b>FRAMES</b> , Angle Iron, for 1/2 length amidships Do. for 1/4 at each end <u>4 x 3</u>	4	3	3 1/2	3	3 1/2	3	3 1/2	3
<b>REVERSED FRAMES</b> , Angle Iron <u>2 3/4 x 2 3/4</u>	2 3/4	2 3/4	3	2 1/2	3	2 1/2	3	2 1/2
<b>FLOORS</b> , depth and thickness of Floor Plate at mid line for half length amidships <u>19 x 4 1/2</u>	19	4 1/2	15 1/2	4 1/2	15 1/2	4 1/2	15 1/2	4 1/2
thickness at the ends of vessel <u>7/8</u>	7/8		7 1/2	7/8	7 1/2	7/8	7 1/2	7/8
depth at 1/2 the half-bdth. as per Rule height extended at the Bilges. . . . .								
<b>BEAMS</b> , 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. . . . .	4	3	3 1/2	3	3 1/2	3	3 1/2	3
<b>BEAMS</b> , 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. <u>3 feet</u>	2 1/2	2 1/2	3 1/2	2 1/2	3 1/2	2 1/2	3 1/2	2 1/2
<b>BEAMS</b> , 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. <u>3 ft. 6 in. alt. where practicable</u>	2 1/2	2 1/2	3 1/2	2 1/2	3 1/2	2 1/2	3 1/2	2 1/2
<b>KEELSONS</b> Centre line, single or double plate, box, or intercostal, Plates Rider Plate <u>flat plate on floors</u> Bulb Plate to Intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side Intercostal Plate do. Angle Irons Attached to outside plating with angle iron	26	8 1/2	23	8 1/2	24	8 1/2	23	8 1/2
<b>BILGE</b> Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	3 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2	4 1/2	3 1/2
<b>BILGE STRINGER</b> Angle Irons Intercostal plates riveted to plating for length	4 1/2	3	7 1/2	4 1/2	3	7 1/2	4 1/2	3
<b>SIDE STRINGER</b> Angle Irons								
Transoms, material. Knight-heads. Hawse Timbers.								
Windlass Pall Bitt								

The **FRAMES** extend in one length from \_\_\_\_\_ to \_\_\_\_\_ Riveted through plates with \_\_\_\_\_ in. Rivets, about \_\_\_\_\_ apart.

The **REVERSED ANGLE IRONS** on floors and frames extend from middle line to above Hold Beam Stringer and to gunwale alternately

**KEELSONS**. Are the various lengths of Plates and Angle Irons properly connected? \_\_\_\_\_ And butts properly shifted? forward raft on every frame to gunwale

**PLATING**. Garboard, double riveted to Keel, with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets \_\_\_\_\_ in. diameter averaging \_\_\_\_\_ ins. from centre to centre.

Butts of \_\_\_\_\_ Strakes at Bilge for \_\_\_\_\_ length, treble riveted with Butt Straps \_\_\_\_\_ thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets \_\_\_\_\_ in. diameter, averaging \_\_\_\_\_ 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 \_\_\_\_\_ length amidships. Butts of Upper or Spar Sheerstrake, treble riveted \_\_\_\_\_ length amidships.

Butts of Main Stringer Plate, treble riveted for \_\_\_\_\_ length amidships. **Butts of Upper or Spar Stringer Plate**, treble riveted for \_\_\_\_\_ length.

Breadth of laps of plating in double riveting \_\_\_\_\_ Breadth of laps of plating in single riveting \_\_\_\_\_

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

Waterway, how secured to Beams \_\_\_\_\_ (Explain by Sketch, if necessary.)

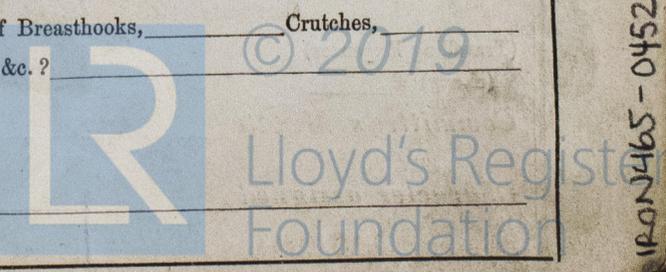
Beams of the various Decks, how secured to the sides? \_\_\_\_\_ No. of Breasthooks, \_\_\_\_\_ Crutches, \_\_\_\_\_

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

Manufacturer's name or trade mark, \_\_\_\_\_

The above is a correct description.

Builder's Signature, \_\_\_\_\_ Surveyor's Signature, \_\_\_\_\_



**Workmanship.** Are the butts of plating planed or otherwise fitted? 16106 Iron

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? \_\_\_\_\_

Are the fillings between the ribs and plates solid single pieces? \_\_\_\_\_

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? \_\_\_\_\_

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? \_\_\_\_\_

Do any rivets break into or through the seams or butts of the plating? \_\_\_\_\_

Masts, Bowsprit, Yards, &c., are \_\_\_\_\_ in \_\_\_\_\_ 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 \_\_\_\_\_

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> .	SAILS.	CABLES, &c.					Bowers ...					
	Fore Sails,	Chain ...					(State Machine where Tested, Date, and name of Superintendent.)					
	Fore Top Sails,	(State Machine where Tested, Date, & name of Superintendent.)										
	Fore Topmast Stay Sails	Hmpn Strm Cbl										
	Main Sails,	Hawser ...					Stream ...					
	Main Top Sails,	Towlines ...										
	and	Warp ...					Kedges ...					
		quality _____										

Standing and Running Rigging \_\_\_\_\_ sufficient in size and \_\_\_\_\_ in quality. She has \_\_\_\_\_ Long Boat and \_\_\_\_\_

The Windlass is \_\_\_\_\_ Capstan \_\_\_\_\_ and Rudder \_\_\_\_\_ Pumps \_\_\_\_\_

**Engine Room Skylights.**—How constructed? \_\_\_\_\_ How secured in ordinary weather? \_\_\_\_\_

What arrangements for deadlights in bad weather? \_\_\_\_\_

**Coal Bunker Openings.**—How constructed? \_\_\_\_\_ How are lids secured? \_\_\_\_\_ Height above deck? \_\_\_\_\_

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

**Cargo Hatchways.**—How formed? \_\_\_\_\_

State size **Main Hatch** \_\_\_\_\_ **Forehatch** \_\_\_\_\_ **Quarterhatch** \_\_\_\_\_

If of extraordinary size, state how framed and secured? \_\_\_\_\_

What arrangement for shifting beams? \_\_\_\_\_

**Hatches,** If strong and efficient? \_\_\_\_\_

Order for Special Survey No. _____	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 } _____
Date _____		2nd. On the plating during the process of riveting } _____
Order for Ordinary Survey No. _____		3rd. When the beams were in and fastened, and before the decks were laid... } _____
Date _____		4th. When the ship was complete, and before the plating was finally coated or cemented.. } _____
No. _____ in builder's yard.		5th. After the ship was launched and equipped } _____

**General Remarks,** (State quality of workmanship &c.) \_\_\_\_\_

State if one, two or three decked vessel, or if spar or awning decked, and lengths of poop, forecastle or raised quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside \_\_\_\_\_ Outside \_\_\_\_\_

I am of opinion this Vessel should be Classed \_\_\_\_\_

The amount of the Entry Fee ... £ : : is received by me,  
Special ... £ : : 187  
Certificate ... : :

(Travelling Expenses)  
(if any) £ \_\_\_\_\_

**Committee's Minute** \_\_\_\_\_ 187 \_\_\_\_\_

**Character assigned** \_\_\_\_\_



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