

IRON SHIP.

Rev 2/3/90

No. 4453 Survey held at Hull

Date, First Survey 3rd Oct 1874 Last Survey 25th March 1876

On the Ship "North Wales"

Yard Number 42

Master John Owens

TONNAGE under 1018.55

ONE, OR TWO DECKED THREE DECKED VESSEL.

Built at Hull

Deck 2.43

SPAR, OR AWNING-DECKED VESSEL.

When built 1875 Launched 16th Dec

Ditto of Third, Spar, or Awning Deck.

HALF BREADTH (moulded) 17.5

By whom built Humphrys & Pearson Builders

Ditto of Poop, or Raised Or. Dk.

DEPTH from upper part of Keel to top of Upper Deck Beams 22.5

Owners Hugh Roberts

Ditto of Houses on Deck 19.93

GIRTH of Half Midship Frame (as per Rule) 35.2

Port belonging to London

Ditto of Forecastle 48.18

1st NUMBER 75.02

Destined Voyage

Gross Tonnage 1157.38

1st NUMBER, if a THREE-DECKED VESSEL deduct 7 feet

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

Less Crew Space

LENGTH 205

Special Survey during Building

Less Engine Room

2nd NUMBER 15408

Register Tonnage as cut on Beam

PROPORTIONS—Breadths to Length 1/8

Depths to Length—Upper Deck to Keel 11

Main Deck ditto

LENGTH on deck as per Rule 105 4 Feet. Inches. BREADTH Moulded 34 10 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20 6 Feet. Inches. Power of Engines ... Horse. N° of Decks with flat laid two N° of Tiers of Beams two

Dimensions of Ship per Register, length 220.8 breadth 35.0 depth 20.5

KEEL, depth and thickness 8 1/2 x 2 1/2 Inches in Ship. Inches per Rule. 8 x 2 3/8
STEM, moulding and thickness 7 1/2 x 2 3/8
STERN-POST for Rudder do. do. 7 1/2 x 2 3/8
for Propeller 7 1/2 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft 23

FRAMES, Angle Iron, for 3/4 length amidships 4 1/2 x 3 1/2 Inches in Ship. Inches per Rule. 4 1/2 x 3 1/2
Do. for 1/2 at each end 3 1/2 x 3 1/2
REVERSED FRAMES, Angle Iron 3 1/2 x 3 1/2
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 23 1/2 x 7/16
thickness at the ends of vessel 12
depth at 3/4 the half-bdth. as per Rule 47
height extended at the Bilges 47

BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2 x 7/16
Single or double Angle Iron on Upper edge 3 3/4
Average space 46

BEAMS, Main or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2 x 7/16
Single or double Angle Iron on Upper Edge 3 3/4
Average space 46

BEAMS, Lower Deck, Hold or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 8 1/2 x 7/16
Single or double Angle Iron on Upper Edge 3 3/4
Average space 46

KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates 14 x 7/16
Rider Plate 8 x 7/16
Bulb Plate to Intercoastal Keelson 5 3/4 x 7/16
Angle Irons 5 3/4 x 7/16
Double Angle Iron Side Keelson 5 3/4 x 7/16
Side Intercoastal Plate 5 3/4 x 7/16
do. Angle Irons 5 3/4 x 7/16
Attached to outside plating with angle iron 5 3/4 x 7/16

BILGE Angle Irons 5 3/4 x 7/16
do. Bulb Iron 5 3/4 x 7/16
do. Intercoastal plates riveted to plating for length 5 3/4 x 7/16

BILGE STRINGER Angle Irons 5 3/4 x 7/16
Intercoastal plates riveted to plating for length 5 3/4 x 7/16

SIDE STRINGER Angle Irons 5 3/4 x 7/16

Transoms, material. Knight-heads. Hawse Timbers. Iron
Windlass Harfield's Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 7 apart.
The REVERSED ANGLE IRONS on floors and frames extend across middle line to 413 Stringer Angle Irons 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 1/2 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 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 7/8 x 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of three 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 or 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 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Angle Irons properly shifted strapped & riveted
Waterway, how secured to Beams Cutters (Explain by Sketch, if necessary.)
Beams of the various Decks, how secured to the sides? With welded knees No. of Breasthooks, four Crutches, Iron

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Wash Steel or Iron
Manufacturer's name or trade mark, Hopkins & Co.

The above is a correct description.
Builder's Signature, H. B. Austin Surveyor's Signature, J. Davidson
for Humphrys & Pearson Limited

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 16161. Iron
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? Yes Several work at Butts in seam riveting

Masts, Bowsprit, Yards, &c., are of Iron 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 Foremast 80 ft long x 29" dia at deck 21" at heel 22 1/2" at hounds 19" at head
Main Mast 72.8" long x 29" dia at deck 21" at heel 22 1/2" at hounds 19" at head, Mizzen Mast 72.8" long x 26" dia at deck 20" at hounds 17" at head
x 19" at heel, formed of three plates fore & main 1/16 tapered to 1/8 at head & heel, Mizzen Mast 1/16 tapered to 1/8 at head & heel. Seams
double riveted, butts treble, Straps 1/16 thicker than plates & fitted outside of Mast. Riveting 3/4" doubling
plate in way of main & lower deck 3" 6" long. Bowsprit 38.3" long x 32" at bed 21" at cap x 26" at heel
in three plates 1/16" + 1/16" at cap seams double & butts treble riveted. Doubling plate in way of
wedging 3 ft 6" long

NUMBER FOR EQUIPMENT			Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.						Bowers ...					
	Fore Sails,	Chain ...						(State Machine where Tested, Date, and name of Superintendent.)					
	Fore Top Sails,	Hmpn Strm Cbl						Stream ...					
	Fore Topmast Stay Sails	Hawser ...						Kedges ...					
	Main Sails,	Towlines ...											
	Main Top Sails,	Warp ...											
	and	quality											

Standing and Running Rigging Wire & Stump sufficient in size and good in quality. She has 2 Life Long Boats and two others

The Windlass is Starfields Capstan good and Rudder good Pumps good

Engine Room Skylights. How constructed? How secured in ordinary weather?

What arrangements for deadlights in bad weather? How are lids secured? Height above deck? —

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? ports & scuppers

Cargo Hatchways. How formed? of Iron plates

State size Main Hatch 19 ft x 10 ft 6 Forehatch 6 ft x 6 ft Quarterhatch 6 ft x 6 ft

If of extraordinary size, state how framed and secured? —

What arrangement for shifting beams? Shifting Beam at main hatchway of Built plate & double angle iron

Hatches, If strong and efficient? —

Order for Special Survey No. <u>144</u>	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	<u>Oct 3rd & 8th Nov 10. 14. 16. 19. 21. 25 & 30th Dec 3. 5. 11. 14. 15 & 31st 1876</u>
Date <u>25th Sept 1874</u>		2nd. On the plating during the process of riveting	<u>Jan 7. 2. 6. 11. 23 & 28th Feb 2nd & 23rd April 16. 20. 21. 23. 26 & 27th</u>
Order for Ordinary Survey No. <u>—</u>		3rd. When the beams were in and fastened, and before the decks were laid....	<u>May. 3. 5. 12 & 27th June 14. 16. 17 & 22nd July 13. 16. 23. 26. 28 & 31st</u>
Date <u>—</u>		4th. When the ship was complete, and before the plating was finally coated or cemented...	<u>August. 4. 6. 11. 19. 21 & 27th Sept 9. 15. 27 & 30th Oct 14th</u>
No. <u>42</u> in builder's yard.		5th. After the ship was launched and equipped	<u>Nov 11. 18. 22 & 26th Dec 7. 11. 14. 17. 22 & 28th 1876, Jan 3rd</u>

General Remarks, Jan 8th 11. 14. 18. 19. 25 & 31st Feb 4th & 24th March 3rd 14. 16. 18. 22 & 25th 1876

Is finished with a short Roop & top gallant. Forecastle all frames extending to top height plating 1/16 single riveted at edges double riveted at Butts. Three panting Beams fitted abast fore Bulkhead with stringer & tie plates 1/16

The Iron Yards for this vessel have been made by Frammings Liverpool & surveyed by Mr. Wheeler on London Letter dated 20th & 25th Jan M & D The amt of £2. 2/- has been applied for but has not been received

110

State if one, two or three decked vessel, or if open or covering decked, and lengths of poop 39.2 ft forecabin 36.3 ft or raised quarter deck, or of double or part double bottom

How are the surfaces preserved from oxidation? Inside with Cement & Paint Outside with Paint

I am of opinion this Vessel should be Classed 100 A

The amount of the Entry Fee ... £ 5 - - is received by me,

Special ... £ 57 : 17 : 23rd March 1876

Certificate ... - - -

(Travelling Expenses)
(if any) £ —

Committee's Minute 28th March 1876

Character assigned 100 A

Mr Davidson

This vessel appears eligible to be classed as recommended by 100 A

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