

# IRON SHIP.

16306  
Ru 11/5/91  
1876

No. 4463 Survey held at Hull Date, First Survey 3<sup>rd</sup> May Last Survey 11/5/91

On the Ship North Wales Yard Number          Master John Owens

**TONNAGE** under Tonnage Deck } 1018.55  
Ditto of Third, Spar, or Awning Deck. }  
Ditto of Poop, or Raised Qr. Dk. }  
Ditto of Houses on Deck }  
Ditto of Forecastle }  
Gross Tonnage 1157.38  
Less Crew Space }  
Less Engine Room }  
Register Tonnage as cut on Beam }  
last Report 16167

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING-DECKED VESSEL.

**HALF BREADTH** (moulded) . . . . . Feet.  
**DEPTH** from upper part of Keel to top of Upper Deck Beams  
**GIRTH** of Half Midship Frame (as per Rule) . . . . .  
**1st NUMBER** . . . . .  
**1st NUMBER, if a THREE-DECKED VESSEL** deduct 7 feet . . . . .  
**LENGTH** . . . . .  
**2nd NUMBER** . . . . .  
**PROPORTIONS**—Breadths to Length . . . . .  
Depths to Length—Upper Deck to Keel . . . . .  
Main Deck ditto . . . . .

Built at Hull  
When built 1875 — Launched 16<sup>th</sup> Decr  
By whom built Humphreys & Parsons Limited  
Owners Hugh Roberts  
Port belonging to London  
Destined Voyage San Francisco  
If Surveyed while Building, Afloat, or in Dry Dock.  
Patrona Dock 100A

Official Number

**LENGTH** on deck as per Rule 25 **BREADTH** Moulded 4 **DEPTH** top of Floors to Upper Deck Beams 20 **Power of Engines** 6 **Horse.**          **Nº. of Decks with flat laid** two **Nº. of Tiers of Beams** do

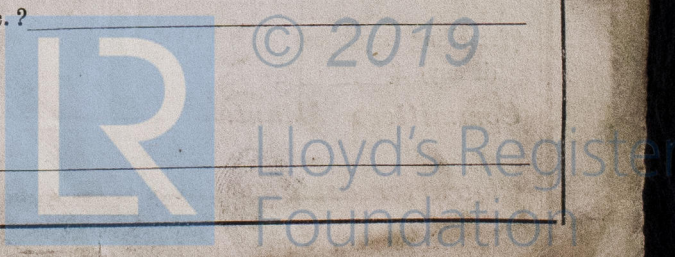
Dimensions of Ship per Register, length 25.8 breadth 35.0 depth 21.5

**KEEL**, depth and thickness . . . . .  
**STEM**, moulding and thickness . . . . .  
**STERN-POST** for Rudder do. do. . . . .  
for Propeller . . . . .  
Distance of Frames from moulding edge to moulding edge, all fore and aft . . . . .  
**FRAMES**, Angle Iron, for  $\frac{3}{4}$  length amidships . . . . .  
Do. for  $\frac{1}{2}$  at each end . . . . .  
**REVERSED FRAMES**, Angle Iron . . . . .  
**FLOORS**, depth and thickness of Floor Plate }  
at mid line for half length amidships }  
thickness at the ends of vessel }  
depth at  $\frac{3}{4}$  the half-bdth, as per Rule }  
height extended at the Bilges . . . . .  
**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 . . . . .  
**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 . . . . .  
**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 . . . . .  
**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 . . . . .  
**BILGE** Angle Irons . . . . .  
" do. Bulb Iron . . . . .  
" do. Intercoastal plates riveted to plating for length . . . . .  
**BILGE STRINGER** Angle Irons . . . . .  
Intercoastal plates riveted to plating for length . . . . .  
**SIDE STRINGER** Angle Irons . . . . .  
Transoms, material. Knight-heads. Hawse Timbers. . . . .  
Windlass . . . . . Pall Bitt . . . . .

Flat Keel Plates, breadth and thickness . . . . .  
**PLATES** in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied . . . . .  
fm up. part of Bilge to l. edge of Sh'rstrake  
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.  
Up. or Spar Dk Sh'rstrake, brdth & thickns  
Butt Straps to outside plating, breadth & thickness  
Lengths of Plating . . . . .  
Shifts of Plating, and Stringers . . . . .  
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness . . . . .  
Angle Iron on ditto . . . . .  
Tie Plates fore and aft, outside Hatchways . . . . .  
Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling . . . . .  
Waterways do. do. . . . .  
Flat of Upper Deck do. do. . . . .  
How fastened to Beams . . . . .  
Stringer Plate on ends of Main or Middle Deck }  
Beams, breadth and thickness }  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No. . . . .  
Tie Plates, outside Hatchways . . . . .  
Diagonal Tie Plates on Beams, No. of pairs . . . . .  
Waterways materials and scantlings . . . . .  
Flat of Middle Deck do. do. . . . .  
How fastened to Beams . . . . .  
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams . . . . .  
Is the Stringer Plate attached to the outside plating?  
Angle Irons on ditto, No. . . . .  
Stringer or Tie Plates, outside Hatchways . . . . .  
Flat of Lower Deck . . . . .  
Ceiling betwixt Decks, thickness and material in hold do. do. . . . .  
Main piece of Rudder, diameter at head do. at heel . . . . .  
Can the Rudder be unshipped afloat?  
Bulkheads No. Thickness of . . . . .  
Height up . . . . .  
How secured to sides of ship . . . . .  
Size of Vertical Angle Irons . . . . . and distance apart . . . . . ins.  
Are the outside Plates doubled two spaces of Frames in length? . . . . .  
Riveted through plates with . . . . . in. Rivets, about . . . . . apart.  
The **FRAMES** extend in one length from . . . . . to . . . . .  
The **REVERSED ANGLE IRONS** on floors and frames extend . . . . . middle line to . . . . . and to . . . . . alternately  
**KEELSONS.** Are the various lengths of Plates and Angle Irons properly connected? . . . . . And butts properly shifted? . . . . .  
**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? 16306 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 See Hull Report- 164453

Yards supplied by Warrington Liverpool and Surveyed by  
Dr. Wheeler

NUMBER for EQUIPMENT <u>16434</u>		Fathoms.	Inches.	Test per Certificate.	Lngh. & Size req'd pr Rule	Test req'd per Rule.	ANCHORS, &c.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
N <sup>o</sup> <u>16434</u> <i>Imp State</i>	SAILS.	CABLES, &c.										
	Fore Sails,	Chain <u>2 1/2</u> <u>13 1/4</u> <u>55 1/2 tons</u> <u>2 1/2</u> <u>55 1/2 tons</u> <u>77 1/2 tons</u>										
	Fore Top Sails,	<u>Chain</u> <u>2 1/2</u> <u>13 1/4</u> <u>55 1/2 tons</u> <u>2 1/2</u> <u>55 1/2 tons</u> <u>77 1/2 tons</u>										
	Fore Topmast Stay Sails	<u>Chain</u> <u>2 1/2</u> <u>13 1/4</u> <u>55 1/2 tons</u> <u>2 1/2</u> <u>55 1/2 tons</u> <u>77 1/2 tons</u>										
	Main Sails,	<u>Chain</u> <u>2 1/2</u> <u>13 1/4</u> <u>55 1/2 tons</u> <u>2 1/2</u> <u>55 1/2 tons</u> <u>77 1/2 tons</u>										
	Main Top Sails,	<u>Chain</u> <u>2 1/2</u> <u>13 1/4</u> <u>55 1/2 tons</u> <u>2 1/2</u> <u>55 1/2 tons</u> <u>77 1/2 tons</u>										
and <u>Wheeler</u>	quality <u>good</u>											

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

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

Please forward Certificate to Messrs Roberts  
& Burdis - Quay-side Newcastle

State if one, two or three decked vessel, or if spar or arcing decked, and lengths of poop, forecabin 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 100 A 1

The amount of the Entry Fee ... £ \_\_\_\_\_ is received by me,  
Special ... £ 4 : 4 : 5 May 1876 MD  
Certificate ... : : Davidson

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

Committee's Minute 17 May 1876

Character assigned 100 A 1  
MD



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Foundation