

IRON SHIP.

16310

No. 25476

No. 11395 Survey held at Sunderland Date, First Survey June 10th 1875 Last Survey April 24th 1876

In the Scw Steamer "Peer of the Realm" Master M. Nicholson

Tonnage under Tonnage Deck	1744.77
Ditto of Third, Spar, or on Lower Deck	31.46
Ditto of Poop, or Raised Qr. Dk.	-
Ditto of Houses on Deck	36.87
Ditto of Forecasts	-
Gross Tonnage	1813.10
Less Crew Space	50.51
Less Engine Room	580.19
Register Tonnage as cut on Beam	1182.40

~~ONE DECKED~~, THREE DECKED VESSEL.

~~ONE DECKED~~

HALF BREADTH (moulded)	16.91
DEPTH from upper part of Keel to top of Upper Deck Beams	26.16
GIRTH of Half Midship Frame (as per Rule)	39.45
1st NUMBER	82.52
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]	75.52
LENGTH	279ft
2nd NUMBER	21070
PROPORTIONS—Breathths to Length	88
Depths to Length—Upper Deck to Keel	10
Main Deck ditto	14

Built at Sunderland

When built 1875 Launched 10 Feb^r 1876

By whom built Messrs Wm Foxford & Co's

Owners Messrs Parlman & Co

Port belonging to Newcastle

Destined Voyage India

Surveyed while Building, Afloat, or in Dry Dock.

PLANS

LENGTH on deck as per Rule	279	BREADTH Moulded	33 10 1/2	DEPTH top of Floors to Upper Deck Beams	24	Feet. Inches.	2 10	Power of Engines	200	Horse.	200	No. of Decks with flat laid	two	No. of Tiers of Beams	3
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Dimensions of Ship per Register, length, 280.0 breadth, 34.0 depth, 24.0

	Inches in Ship.			Inches per Rule.		
	Inches.	Inches.	16ths.	Inches.	Inches.	16ths.
KEEL, depth and thickness	9 1/2	4 2 1/2	2 1/2	9 1/2	4 2 1/2	2 1/2
STEM, moulding and thickness	9	x	2 1/2	9	x	2 1/2
STERN-POST for Rudder do. do.	9	x	5	9	x	5
for Propeller	3			3		
Distance of Frames from moulding edge to moulding edge, all fore and aft	24			24		
FRAMES, Angle Iron, for 3/4 length amidships	5	3	8	5	3	8
Do. for 1/2 at each end	5	3	7	5	3	7
REVERSED FRAMES, Angle Iron	3	3	7	3	3	7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 1/2		9	23 1/2		9
thickness at the ends of vessel	8		7	8		7
depth at 3/4 the half-bdth. as per Rule	11 3/4		11 3/4			11 3/4
height extended at the Bilges	5 1/2		3	5 1/2		3
BEAMS, Upper, Spar, or Awning Deck Angle or double Ang. Iron, Plate or Tee Bulb Iron	5 1/2		3	5 1/2		3
Angle or double Angle Iron on Upper edge	24			24		
Average space	48			48		
BEAMS, Main, or Middle Deck Angle or double Ang. Iron, Plate or Tee Bulb Iron	8		8	8		8
Angle, or double Angle Iron, on Upper Edge	5		3	5		3
Average space	48			48		
BEAMS, Lower Deck, Hold, or Orlop Angle or double Ang. Iron, Plate or Tee Bulb Iron	3		3	3		3
Angle or double Angle Iron on Upper Edge	8		8	8		8
Average space	8		8	8		8
KEELSONS Centre line, single or double plate, keel or intercostal, Plates	18		13	18		13
Rider Plate	12		13	12		13
Bulb Plate to Intercostal Keelson	6		4	6		4
Angle Irons	6		4	6		4
Double Angle Iron Side Keelson	6		4	6		4
Side Intercostal Plate	8		8	8		8
do. Angle Irons Bulb	5		8	5		8
Attached to outside plating with angle iron	3		3	3		3
do. Bulb Iron	6		4	6		4
do. Intercostal plates riveted to plating for length	8		8	8		8
do. STRINGER Angle Irons	6		4	6		4
Intercostal plates riveted to plating for length	5		8	5		8
do. STRINGER Angle Irons	6		4	6		4

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
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	36	11	36	11
fm up. part of Bilge to lr. edge of Sh'rstrake	-	-	-	-
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness	40	13	40	13
Butt Straps to outside plating, breadth & thickness	10 6/16	8 1/4	9 3/16	8 5/16
Lengths of Plating	10 feet	-	-	-
Shifts of Plating, and Stringers	2 spaces of frames	-	-	-
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	40	9	40	9
Angle Iron on ditto	4 x 4 x 9	-	4 x 4 x 9	-
Tie Plates fore and aft, outside Hatchways	6/16	Iron deck	-	-
Diagonal Tie Plates on Beams No. of Pairs	4 1/2	at ends	-	-
Planksheer material and scantling	-	-	-	-
Waterways do. do.	-	-	-	-
Flat of Upper Deck do. do.	3 1/2	-	3 1/2	-
How fastened to Beams	Galvanized Iron	Screw Bolts & nuts	-	-
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	61	10	61	10
Is the Stringer Plate attached to the outside plating?	Yes	-	-	-
Angle Irons on ditto, No. 2	4 x 4 x 9	-	4 x 4 x 9	-
Tie Plates, outside Hatchways	14	10	14	10
Diagonal Tie Plates on Beams, No. of pairs	-	-	-	-
Waterways materials and scantlings	-	-	-	-
Flat of Middle Deck do. do.	3 1/2	-	3 1/2	-
How fastened to Beams	Galvanized Iron	Screw Bolts & nuts	-	-
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	37	9	37	9
Is the Stringer Plate attached to the outside plating?	Yes	-	-	-
Angle Irons on ditto, No. 3	4 x 4 x 9	-	4 x 4 x 9	-
Stringer or Tie Plates, outside Hatchways	6 x 4 x 9	-	5 1/2 x 4 x 9	-
Flat of Lower Deck	-	-	-	-
Ceiling betwixt Decks, thickness and material in hold do. do.	2	-	-	-
Main piece of Rudder, diameter at head do. at heel	6 3/4	-	6 3/4	-
Can the Rudder be unshipped afloat?	Yes	-	-	-
Bulkheads No. 5 Thickness of	5 1/2	-	5 1/2	-
Height up to main and upper deck as per rule	-	-	-	-
How secured to sides of ship	Between double frames	-	-	-
Size of Vertical Angle Irons	3 x 3 x 1/2	-	-	-
and distance apart	30	-	-	-
ins.	-	-	-	-
Are the outside Plates doubled two spaces of Frames in length?	Yes	-	-	-

Materials, material. Keels, Leads, Hawse Timbers, Iron

do. Harfield's Patent Pall Bitt Iron

FRAMES extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

REVERSED ANGLE IRONS on floors and frames extend near middle line to Main deck 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 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 3/4 ins. from centre to centre.

Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double single riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 3/4 ins. from cr. to cr.

Edges of Main Sheerstrake, double & 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 length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting nil

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

How, how secured to Beams Gutter gunwale (Explain by Sketch, if necessary.)

How the various Decks, how secured to the sides? Turned down ends, except upper deck, which are secured with knee plates No. of Breasthooks, 5 Crutches, 49 Transoms

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

Manufacturer's name or trade mark, Stockton Malleable Iron Co.

above is a correct description.

Signature, William Dafford Surveyor's Signature, James Sibun

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

Please see letters dated 2 June & 22 Oct 1875; Ballast tanks have been carefully tested to a head of water exceeding the draught of the vessel, and found very strong & satisfactory.

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 very well*
 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 very few*

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 *See Sketch attached*

16,310 Iron

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
SAILS.		270	1 3/4	55 1/2	270-1 1/2	55 1/2	Bowers	1	38.2.0	29.00.0	30.0.0	28 1/2
CABLES, &c.		Chain Breaking strain applied to 3 links of each 15 fathoms 27 1/2 tons, tested at R.W.C.P.T. signed J. Hartness and dated 14 Sept 1875										
Fore Sails,		90	7 1/2				Stream	1	12.0.2		12.0.0	
Fore Top Sails,		90	11				Kedges	1	2.3.21		3.0.0	
Fore Topmast Stay Sails		90	6 1/2				Tested at R.W.C.P.T. by J. Hartness and certificate dated 10, 31 and 17 January 1876 respectively.					
Main Sails,		90					Inspected by J. Hartness and certificate dated 10, 31 and 17 January 1876 respectively.					
Main Top Sails,		90					Inspected by J. Hartness and certificate dated 10, 31 and 17 January 1876 respectively.					
and		quality good										

Standing and Running Rigging *were* *Hemp* sufficient in size and *good* in quality. She has *2* Long Boat and *2* others
 The Windlass is *good* Capstan *good* and Rudder *good* Pumps *Metal & good*
 Engine Room Skylights.—How constructed? *upon Iron casing 5 feet* How secured in ordinary weather? *Rods & thumb screws*
 What arrangements for deadlights in bad weather? *solid Oak shutters, and thick circular glass*
 Coal Bunker Openings.—How constructed? *Hatches 4ft x 3ft* How are lids secured? *Hatch bars* Height above deck? *10 ins*
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers on each side No Bulwark.*
 Cargo Hatchways.—How formed? *Iron plate comings and Headledges*
 State size *Main Hatch 20' x 11' x 2ft high* Forehatch *10' x 8' x 2ft high* Quarterhatch *16' x 10' x 2ft high*
 If of extraordinary size, state how framed and secured? *Five shifting carling in Main Hatch*
 What arrangement for shifting beams? *—*
 Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
2576	10 th June 1875			46		On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented...	After the ship was launched and equipped

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules, and the tracings of Midships section and other plans submitted and approved by the Committee; In lieu of fitting an additional angle iron upon each of the Bulkheads in fore Ballast tank, as required by the Secretary's letter dated 22nd October /75, the Bulkheads being in place, the Builders have fitted 2 strong Bulb plates, vertically, on each side of the centre line Bulkhead as shown upon the sketch in red ink, these Bulbs are secured to the floor plates, and knee'd to the Bulkhead and tank top. She has a complete Iron upper deck with wood flat above, and the main deck has also been plated over, in wake of the engine & boiler spaces; The Ballast tank in fore hold extends from the foremost bulkhead of boiler room, forward 42 feet, and the after tank extends from the after bulkhead of engine room, aft to within 3 spaces of the After Bulkhead, 64 ft in length; Bridge House is 31 feet long, and a short Monkey forecastle or anchor deck is fitted about 16 ft long. The workmanship and materials being of a good description*

How are the surfaces preserved from oxidation? Inside *Portland Cement to upper* Outside *3 coats of paint*
 I am of opinion this Vessel should be Classed **90 A.I. Sum of Belge and Paint above*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *MW*
 Special ... £ 69 : 1 : 6 *21st April 1876*
 Certificate ... : : : *M.C. not 11th*

(Travelling Expenses, if any, £ 40.0.)
 Committee's Minute *28 April 1876*
 Character assigned *90 A.I. After Lloyd's Reg. 2 Dk. 3 The Br...*
106 feet

James Sibun

This vessel appears eligible to be classed as recommended by Lloyd's Register of Shipping