

IRON 467-0510

IRON SHIP.

1683-5

No. 1729 Survey held at Woolston Date, First Survey 18 April Last Survey 13 Sept 1876

On the Ship "Cambrian Monarch" Master David Hughes

TONNAGE under Tonnage Deck } 1233.55 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck. }
Ditto of Poop, or Raised Or. Dk. }
Ditto of Houses on Deck }
Ditto of Forecastle }
Gross Tonnage 1353.40
Less Crew Space 47.68

HALF BREADTH (moulded) 18.46 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 25.22
GIRTH of Half Midship Frame (as per Rule) 38.04
1st NUMBER 81.72
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]

LENGTH 206.
2nd NUMBER 16834.
PROPORTIONS—Breadths to Length Under 6
Depths to Length—Upper Deck to Keel 9
Main Deck ditto 9

Register Tonnage 1305.72 as cut on Beam

Use of Engine Room

Port belonging to Liverpool

Destined Voyage Foreign

Surveyed while Building, Afloat, or in Dry Dock.

Official Number

Builder's Signature

Surveyor's Signature

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

Dimensions of Ship per Register, length, 206.5 breadth, 37.05 depth, 23.

KEEL, depth and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule.

STEM, moulding and thickness 9 x 2 1/2 Inches in Ship. Inches per Rule.

STERN-POST for Rudder do. do. 9 x 2 1/2 Inches in Ship. Inches per Rule.

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 Inches in Ship.

FRAMES, Angle Iron, for 1/2 length amidships 5 3 1/2 8 Inches in Ship. Inches per Rule.

do. for 1/4 at each end 5 3 1/2 8 Inches in Ship. Inches per Rule.

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 Inches in Ship. Inches per Rule.

REV. ORS, depth and thickness of Floor Plate 25 10 Inches in Ship. Inches per Rule.

FLO. mid line for half length amidships 12 1/2 9.8 Inches in Ship. Inches per Rule.

at thickness at the ends of vessel 50 Inches in Ship.

depth at 1/2 the half-bdth. as per Rule 12 1/2 9.8 Inches in Ship. Inches per Rule.

height extended at the Bilges 50 Inches in Ship.

BEAMS, Upper, Spar, or Awning Deck 8 1/2 8.7 Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper edge 3 3 6 Inches in Ship. Inches per Rule.

Average space 48 Inches in Ship.

BEAMS, Main, or Middle Deck 5 4 9.8 Inches in Ship. Inches per Rule.

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 5 4 9.8 Inches in Ship. Inches per Rule.

Single, or double Angle Iron, on Upper Edge 5 4 9.8 Inches in Ship. Inches per Rule.

Average space 48 Inches in Ship.

BEAMS, Lower Deck, Hold, or Orlop 9 9 Inches in Ship. Inches per Rule.

Single or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 3 7 Inches in Ship. Inches per Rule.

Single or double Angle Iron on Upper Edge 3 1/2 3 7 Inches in Ship. Inches per Rule.

Average space 48 Inches in Ship.

KEELSONS 17 12.10 Inches in Ship. Inches per Rule.

box, or Intercoastal, Plates 10 1/4 12 Inches in Ship. Inches per Rule.

Rider Plate 5 4 9.8 Inches in Ship. Inches per Rule.

Bulb Plate to Intercoastal Keelson 5 4 9.8 Inches in Ship. Inches per Rule.

Angle Irons 5 4 9.8 Inches in Ship. Inches per Rule.

Double Angle Iron Side Keelson 5 4 9.8 Inches in Ship. Inches per Rule.

Side Intercoastal Plate 3 1/2 3 8 Inches in Ship. Inches per Rule.

do. Angle Irons 3 1/2 3 8 Inches in Ship. Inches per Rule.

Attached to outside plating with angle iron 3 1/2 3 8 Inches in Ship. Inches per Rule.

BILGE Angle Irons 5 4 9 Inches in Ship. Inches per Rule.

do. Bulb Iron 5 4 9 Inches in Ship. Inches per Rule.

do. Intercoastal plates riveted to plating for length 5 4 9 Inches in Ship. Inches per Rule.

BILGE STRINGER Angle Irons 5 4 9 Inches in Ship. Inches per Rule.

Intercoastal plates riveted to plating for length 5 4 9 Inches in Ship. Inches per Rule.

SIDE STRINGER Angle Irons 5 4 9 Inches in Ship. Inches per Rule.

Transoms, material. Knight-heads. Hawse Timbers. Plate & Angle iron

Windlass Iron Patent Pall Bitt

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to Gunwale

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 1 1/8 in. diameter, averaging 3 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/8 in. diameter averaging 3.3 3/4 ins. from centre to centre.

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 1 1/8 in. diameter, averaging 3.3 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/8 in. diameter, averaging 3.3 3/4 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 amidships.

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

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

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

Beams of the various Decks, how secured to the sides? Knives turned down No. of Breasthooks, 5 Crutches, 13

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

Manufacturer's name or trade mark, Sheffield Malleable Co.

The above is a correct description.

Builder's Signature, W. H. Wood Surveyor's Signature, W. H. Wood

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

Lloyd's Register

Foundation

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*

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 in the butts*

16856 *hwr*

Masts, Bowsprit, Yards, &c., are *Iron & Wood* 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 *Please see sketch attached*

NUMBER for EQUIPMENT *17956*

N ^o .	SAILS.	CABLES, &c.	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'ght req'd per Rule.	Test req'd per Rule.
	Fore Sails,	Chain	240	1 1/2	58 5/8	270	58 5/8	105 lbs Bowers	1	32.2.7	30.10.3.21	32 Cwt	30 2/10
	Fore Top Sails,								1	32.1.21	30.9.0.7		
	Fore Topmast Stay Sails								1	24.2.14	26.16.3.14		
	Main Sails,	Hawser ...	90	1	80 1/2	80 1/2		Stream ...	1	13.1.21		13.0.0	
	Main Top Sails,	Towlines ...	90	12		9 1/2		Kedges ...	1	6.1.14		6.2.0	
	and	Warp ...	90	5 1/2						3.1.10		3.1.0	

Standing and Running Rigging *Iron & Wood* sufficient in size and *Good* in quality. She has *2 Life Line Boats* and *Iron others*

The Windlass is *Harfield's Patent* Capstan *(3) Iron 3000* and Rudder *Good* Pumps *2 Iron 2000 & 2 Auxiliary*

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? *4 Scuppers 4 Potholes and 100 ft*

Iron 100 ft each side

Cargo Hatchways.—How formed? *Iron plates and angle cross in the ordinary manner*

State size Main Hatch *15 ft 10 in x 10 ft* Forehatch *4 ft 10 in x 5 ft* Quarterhatch *7 ft 11 in x 5 ft 11 in*

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

What arrangement for shifting beams? *—*

Hatches, *1/2* strong and efficient? *Solid*

Order for Special Survey No. *22*

Date *28 Feb 1876*

Order for Ordinary Survey No. *—*

Date *—*

No. *152* in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 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

At various times while building

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

The workmanship is good, strong and efficient, the punching, countersinking and rivetting is well done

The vessel has been built under special survey in accordance with the scantlings and arrangements shown in accompanying approved tracing of Midship Section for Hull, and approved tracing for Mast and Yards, and in all other respects with the rules. She has a Monkey forecastle 21 ft long a house on deck amidships for the accommodation of the Crew 36 feet long 18 feet wide and a Poop 47 feet long with rounded top

ms with Cambrian Prince Iron 17555

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

How are the surfaces preserved from oxidation? Inside *Cement in Belges. Painted* Outside *Paint & 1/2 Irons Corp*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *John Wilson*

Special ... £ 57 : 12 : 0 *7 Sept 1876*

Certificate ... *Registered*

(Travelling Expenses, if any, £ *—*).

Committee's Minute *15th Sept 1876*

Character assigned *100 A1*

Return the tracing of Midship Section



The vessel is approved to be classed 100 A1 as a cargo vessel

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