

IRON SHIP.

Rec 28/9/76
No. 11490 Survey held at Sunderland Date, First Survey April 11th Last Survey Sept. 26 1876

On the Barge "Lorraine"

Master Not appointed

TONNAGE under 803.02

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Sunderland

Ditto of Third, Spar, or Awning Deck.

SPAR, OR AWNING DECKED VESSEL.

When built 1876 Launched 19 Aug^r 1876

Ditto of ~~Raised~~ or Raised Qr. Dk.

HALF BREADTH (moulded) 16.37

By whom built Messrs. Wm Foxford & Sons

Ditto of Houses on Deck

DEPTH from upper part of Keel to top of Upper Deck Beams 20.95

Owners Messrs. John Lidgett & Sons

Ditto of Forecastle

GIRTH of Half Midship Frame (as per Rule) 32.5

Port belonging to London

Gross Tonnage 871.28

1st NUMBER 69.82

Destined Voyage Not fixed

Less Crew Space 42.88

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

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

Less Engine Room

LENGTH 186. -

Register Tonnage as cut on Beam 828.40

2nd NUMBER 12986

PROPORTIONS—Breadths to Length 5
Depths to Length—Upper Deck to Keel 8
Main Deck ditto

LENGTH on deck as per Rule 186 — BREADTH Moulded 32 9 DEPTH top of Floors to Upper Deck Beams 19 2 Power of Engines — Horse. — No. of Decks with flat laid — No. of Tiers of Beams —

Dimensions of Ship per Register, length, 196.5 breadth, 32.86 depth, 19.25

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8	FLAT KEEL PLATES, breadth and thickness	32	10
STEM, moulding and thickness	7 x 2 3/8	7 x 2 3/8	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	32	10
STERN-POST for Rudder do. do.	7 x 2 3/8	7 x 2 3/8	of doubling at Bilge, or increased thickness, and length applied	32	10
for Propeller	22 in	22 in	fm up. part of Bilge to l. edge of Sh'rstrake	32	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 in	22 in	Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake.	36	10
FRAMES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3	Up. or Spar Dk Sh'rstrake, brdth & thickness	36	10
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	Butt Straps to outside plating, breadth & thickness	10 1/2 x 8 1/2	10 1/2 x 8 1/2
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3	Lengths of Plating	11 feet 1 in	11 feet 1 in
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21 9	21 9	Shifts of Plating, and Stringers	2 frame spaces	2 frame spaces
thickness at the ends of vessel	8	8	Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	36 x 8	36 x 8
depth at 3/4 the half-bdth. as per Rule	11	10 1/2	Angle Iron on ditto	4 1/2 x 3 1/2 x 7	4 1/2 x 3 1/2 x 7
height extended at the Bilges	a fair taper	a fair taper	Tie Plates fore and aft, outside Hatchways	10 x 8	10 x 8
BEAMS, Upper, Spar, or Awning Deck	7 1/2 x 7	7 1/2 x 7	Diagonal Tie Plates on Beams No. of Pairs	—	—
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	3 x 3	3 x 3	Planksheer material and scantling	—	—
Single or double Angle Iron on Upper edge	3 x 3	3 x 3	Waterways do. do.	—	—
Average space	alternate frames	alternate frames	Flat of Upper Deck do. do.	—	—
BEAMS, Main, or Middle Deck	—	—	How fastened to Beams	3 1/2 x 8	3 1/2 x 8
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	—	—	Stringer Plate on ends of Main or Middle Deck	—	—
Single or double Angle Iron on Upper edge	3 x 3	3 x 3	Beams, breadth and thickness	—	—
Average space	alternate frames	alternate frames	Is the Stringer Plate attached to the outside plating?	—	—
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	13 x 10	13 x 10	Angle Irons on ditto, No.	—	—
" Rider Plate	10 x 10	10 x 10	Tie Plates, outside Hatchways	—	—
" Bulb Plate to Intercostal Keelson	—	—	Diagonal Tie Plates on Beams, No. of pairs	—	—
" Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Waterways materials and scantlings	—	—
" Double Angle Iron Side Keelson	—	—	Flat of Middle Deck do. do.	—	—
" Side Intercostal Plate	—	—	How fastened to Beams	—	—
" do. Angle Irons	—	—	Stringer Plates on ends of Lower Deck, Hold or Upper Beams	27 x 7	27 x 7
" Attached to outside plating with angle iron	—	—	Is the Stringer Plate attached to the outside plating?	—	—
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Angle Irons on ditto, No.	3 1/2 x 3 1/2 x 7	3 1/2 x 3 1/2 x 7
" do. Bulb Iron	—	—	Stringer or Tie Plates, outside Hatchways	double angle 3 1/2 x 3 1/2 x 7	double angle 3 1/2 x 3 1/2 x 7
" do. Intercostal plates riveted to plating for length	—	—	Flat of Lower Deck	—	—
BILGE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Ceiling betwixt Decks, thickness and material in hold do. do.	2 1/2	2 1/2
Intercostal plates riveted to plating for length	—	—	Main piece of Rudder, diameter at head do. at heel	4 3/4	4 3/4
SIDE STRINGER Angle Irons	—	—	Can the Rudder be unshipped afloat?	Yes	Yes

Transoms, material. Knight heads. Hawse Timbers. Iron

Windlass Immerson & Walker's Patent Bitt Iron

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend near middle line to Hold or Stringer 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 in. diameter, averaging 5 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 1/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of 2 Strakes at Bilge for 12 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 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 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 4 1/4 Breadth of laps of plating in single riveting

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

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

How secured to sides of ship Turned down ends and riveted to frames and stringer plates

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by Stockton malleable

Manufacturer's name or trade mark, Iron Comp^y & Bolckow, Vaughan & Co.; Angles & Butts by Stockton Malleable Iron Co.

The above is a correct description.

Builder's Signature, William Oxford & Sons

Surveyor's Signature, James Gibson

Surveyor to Lloyd's Register of British and Foreign Ships

IRON 468-0132

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 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 *please see sketch attached*

16964 *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.	Weight req'd per Rule.	Test req'd per Rule.
13200		270	1 5/8	47 5/10	270-1 1/2	47 5/10	Bowers	1	26.0.4	25.13.1.2	25.2.0	25 5/10
SAILS.		CABLES, &c.		Chain		Bushing strain applied to 3 links of each 15 fathoms 66 5/10 tons, tested at R.W.C.P.T. by J. Hartness July 7 th - 1876		1		25.0.4	24.17.0.21	25.2.0
No. complete and	Fore Sails,	Hmpn Strm Cbl		90		8		1		21.3.14	22.5.0.14	21.3.0
	Fore Top Sails,	Hawser ...		90		10		1		10.2.7	10.2.0	10.2.0
	Fore Topmast Stay Sails	Towlines ...		90		6		1		5.1.7	5.1.0	5.1.0
	Main Sails,	Warp ...		90		5		1		2.3.18	2.3.0	2.3.0
	Main Top Sails,	quality good		90		5		1		2.3.18	2.3.0	2.3.0

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *2* *Log* Boat and *2* others

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good*

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 Ports & 4 Scuppers on each side*

Cargo Hatchways. How formed? *Iron plate comings and Headledges*

State size Main Hatch *14' 6" X 10' 0" X 2' 0" High* Fore hatch *6 ft square X 2 ft High* Quarter hatch *5 ft square X 2 ft High*

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

What arrangement for shifting beams? *---*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>2629</i>	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	<i>Build under pl. and planked 1876 April 11/19/24/26 May 13/15/17/20</i>	
Date <i>25th March 1876</i>		2nd. On the plating during the process of riveting	<i>25/26/30 June 18/12/14/16/20/22/24/26 July 4/8/14/18/20/22/24/26 August 4/8/14/18/20/22/24/26</i>	
Order for Ordinary Survey No. <i>---</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>29/3/26</i>	
Date <i>---</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>---</i>	
No. <i>82</i> in builder's yard.		5th. After the ship was launched and equipped	<i>---</i>	

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

This vessel has been constructed in accordance with the rules & tracing of midship section attached; She has a short raised quarter deck about 40 feet in length, and a top-gallant Forecastle about 28 feet in length, and painting beams are fitted at each end as per rule. A House on deck 18' 0" X 9' 0" and the ceiling in the flat of bottom is laid in Hatches as far as practicable; The plating of the Fore and Main lower Masts, Bowsprit & Yards have been submitted to both Hot & cold tests and proved very satisfactory. The materials and workmanship are of a good description throughout, and the landing edges as well as the Butts of the shell plating have all been planed fair

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

How are the surfaces preserved from oxidation? Inside *Portland cement to upper turn* Outside *3 coats of paint*

I am of opinion this Vessel should be Classed *100 A.T.* of *Belgian* and *paint* above

The amount of the Entry Fee ... £ *5* : - : - is received by me, *HW*
Special ... £ *41* : *8* : - *19th Sept. 1876*
Certificate ... - : - : -

(Travelling Expenses, if any, £ *---*).

Committee's Minute *29 September 1876*

Character assigned *100 A.T.*

James Liban
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Foundation