

# IRON SHIP.

No. 3095 Survey held at Whitehaven Date, First Survey 29 Dec<sup>r</sup> 1875 Last Survey 28 September 1876  
On the 13<sup>th</sup> "Ladstock" Master P. Graham

TONNAGE under Tonnage Deck 808.14  
Ditto of Third, Spar, or Awning Deck 32.98  
Ditto of Poop, or Raised Qr. Dk. 13.48  
Ditto of Houses on Deck 2.58  
Ditto of Staircases &c.  
Gross Tonnage 857.18  
Less Crew Space 41.14  
Less Engine Room  
Register Tonnage 816.04  
as cut on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
SPAR, OR AWNING DECKED VESSEL.  
HALF BREADTH (moulded) 16.0  
DEPTH from upper part of Keel to top of Upper Deck Beams 21.5  
GIRTH of Half Midship Frame (as per Rule) 32.5  
1st NUMBER 70.0  
1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]  
LENGTH 192.6  
2nd NUMBER 13482  
PROPORTIONS—Breadths to Length 6.02  
Depths to Length—Upper Deck to Keel 8.72  
Main Deck ditto

Built at Whitehaven  
When built 1876 Launched 6 Sept<sup>r</sup> 1876  
By whom built Whitehaven Shipbuilding Co<sup>rs</sup>  
Owners William Connelly & others, of Whitehaven  
Port belonging to Liverpool  
Destined Voyage Adrossan thence San Francisco  
If Surveyed while Building, Afloat, or in Dry Dock.  
While Building. S. S. N<sup>o</sup> 246.

LENGTH on deck as per Rule 192 Feet. 8 Inches. BREADTH Moulded 32 Feet. 2 Inches. DEPTH top of Floors to Upper Deck Beams 19 Feet. 8 1/2 Inches. Power of Engines 10 Horse. N<sup>o</sup>. of Decks with flat laid Sur N<sup>o</sup>. of Tiers of Beams Sur

Dimensions of Ship per Register, length, 201 breadth, 32.2 depth, 19.5

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	8 x 2 3/8	8 x 2 3/8
STEM, moulding and thickness	8 x 2 3/8	7 1/4 x 2 3/8
STERN-POST for Rudder do. do.	8 x 2 3/8	7 1/4 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 inches	22 inches (Class 100 A)
FRAMES, Angle Iron, for 2/3 length amidships	4 1/2 x 3	4 1/2 x 3
Do. for 1/3 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 3	3 x 3
LOOKS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	2 1/2
thickness at the ends of vessel	8 1/2	8 1/2
depth at 2/3 the half-bdth. as per Rule	10 1/4	10 1/4
height extended at the Bilges	46	46
BEAMS, Upper, Spar, or Awning Deck	8	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3
Angle or double Angle Iron on Upper edge	3	3
Average space	44	46
BEAMS, Main, or Middle Deck	8	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3
Angle or double Angle Iron on Upper Edge	3	3
Average space	44	46
BEAMS, Lower Deck, Hold, or Orlop	8	8
Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron	3	3
Angle or double Angle Iron on Upper Edge	3	3
Average space	44	46
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	14	14
Rider Plate	10 3/4	11
Bulb Plate to Intercoastal Keelson	5	5
Angle Irons	5 3/2	5 3/2
Double Angle Iron Side Keelson	5 3/2	5 3/2
Side Intercoastal Plate	5 3/2	5 3/2
do. Angle Irons	5 3/2	5 3/2
Attached to outside plating with angle iron	5 3/2	5 3/2
Angle Irons	5 3/2	5 3/2
Bulb Iron	5 3/2	5 3/2
Intercoastal plates riveted to plating for length	5 3/2	5 3/2
Angle Irons	5 3/2	5 3/2
Attached to plating for	5 3/2	5 3/2
Angle Irons	5 3/2	5 3/2

Flat Keel Plates, breadth and thickness	46	10	34	10
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	9			9
10 Strakes of doubling at Bilge, or increased thickness, and length applied	10			
fm up. part of Bilge to ly. edge of Sh'rstrake	9 1/2	9 1/2	36	11
Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake	4 1/2	12	36	11
Up. or Spar Dk Sh'rstrake, breadth & thickness	2 1/2	10	9 1/2	13 1/2
Butt Straps to outside plating, breadth & thickness	2 1/2	10	9 1/2	13 1/2
Lengths of Plating	2 1/2	10	9 1/2	13 1/2
Shifts of Plating, and Stringers	2 1/2	10	9 1/2	13 1/2
Gunwale Plate on ends of Awning Spar, or Upper Deck Beams, breadth and thickness	36	9	36	9
Angle Iron on ditto	5 x 3 1/2	7	5 x 3 1/2	7
Tie Plates fore and aft, outside Hatchways	10	9	10	9
Diagonal Tie Plates on Beams No. of Pairs	3	10	9	
Plankboard 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	28	8	28	8
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No. 2 at side	10	9	10	9
Stringer or Tie Plates, outside Hatchways	10	9	10	9
Flat of Lower Deck	3 1/2			
Ceiling betwixt Decks, thickness and material	3 1/2			
in hold do. do.	2 1/2			
Main piece of Rudder, diameter at head	5			
do. at heel	4 1/2			
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 1 Thickness of	1 1/2			
Height up to Main Deck				
How secured to sides of ship	double framed			
Size of Vertical Angle Irons 3 x 3 x 1/16 and distance apart	30			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

material. Knight-heads. Hawse Timbers. Iron  
Windlass Greenheart Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.  
The REVERSED ANGLE IRONS on floors and frames extend from middle line to above hold beam 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 1/2 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  
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 ins. from centre  
Butts of three Strakes at Bilge for half length, treble riveted with Butt Straps 7/16 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  
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 5 ins. from  
Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.  
Butts of Main Sheerstrake, treble riveted for entire length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length  
Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for  
Breadth of laps of plating in double riveting 4 1/4 5 1/4 Breadth of laps of plating in single riveting 3

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Per Rule  
Waterway, how secured to Beams Riveted (Explain by Sketch, if necessary.)  
Beams of the various Decks, how secured to the sides? Welded & rivets riveted to frames No. of Breasthooks, Stringers Crutches, at Use  
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle iron & Beams from Stockton  
Manufacturer's name or trade mark, Waller's Iron Company, Keelson Stringer &c. plates from West Cumberland Ironworks Co<sup>rs</sup>  
The above is a correct description. Floors, Mast plates, Sheel wall other plates from County.  
Builder's Signature, Whitehaven Shipbuilding Co<sup>rs</sup> Surveyor's Signature, J. W. Miles  
Surveyor to Lloyd's Register of British and Foreign Ships

IRON 468 0363



Workmanship. Are the butts of plating planed or otherwise fitted? *They are planed*  
At the edges of the carvel? *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* 17139 Iron

Masts, Bowsprit, Yards, &c., are *all* in *good* condition, and sufficient in size and length. If of Iron or Steel give  
Scanlings 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 *The Fore Mast, Main Mast, Mizzen Mast,*  
*Bowsprit, Fore & Main Yards, and the Fore & Main Lower Topmast Yards, are constructed*  
*of Iron, Sketch and dimensions herewith.*

NUMBER for EQUIPMENT 14380		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
Double End. N <sup>o</sup> . and	SAILS.	2705		1 1/16	51.5.0.0	2 1/2 of 1 1/16	Bowers	3	27.3.4	25.16.3.0	25.2.0	25.3
	CABLES, &c.	3		1 1/16	11.15.0.0	66.10.0.0			27.2.24	25.18.3.0		
	Fore Sails,	3		1 1/16	11.15.0.0	66.10.0.0			23.3.5	23.12.3.0		
	Fore Top Sails,	3		1 1/16	11.15.0.0	66.10.0.0			99.7.5	12.3.0		
	Fore Topmast Stay Sails	90		1 1/16	90.4.10							
	Main Sails,	90		1 1/16	" 8							
Main Top Sails,	Hawser Chain	90		1 1/16	" 8		Stream	1	11.0.2	10.2.0		
	Towlines	90		1 1/16	" 8		Kedges	2	5.2.2	5.1.0		
	Warp	90		1 1/16	" 8				2.3.1	2.3.0		
quality good		90		1 1/16	" 8							

Standing and Running Rigging *Wire, Manilla, &c.* sufficient in size and *good* in quality. She has *4* Long Boats and  
The Windlass is *Good and Secure* 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? *Ports in the bulwarks hung with hinges, and scuppers through sheerstrakes level with deck stringers.*  
Cargo Hatchways. How formed? *Fore and aft Carlings & half beam, Iron Coverings & Wood Hatches.*  
State size Main Hatch *14' 6" x 9' 0"* Fore hatch *7' 0" x 6' 0"* Quarter hatch *6' 0" x 6' 0"*  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? *A web plate athwartships at middle of Main hatchway*  
Hatches, If strong and efficient? *They are*

Order for Special Survey No. 246	1st. On the several parts of the frame, when in place, and before the plating was wrought	Built under Special Survey and see	
Date 15 February 1876	2nd. On the plating during the process of riveting	1875 Dec 29, 1876 Jan 1, 12, 14, 19, 27, 31, Feb 2, 4, 8, 10, 12, 15, 17,	
Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid	26, 29, March 2, 9, 11, 15, 20, 22, 27, 30, April 4, 7, 13, 15, 20, 22, 28, May	
Date	4th. When the ship was complete, and before the plating was finally coated or cemented	5, 6, 9, 15, 17, 19, 22, 27, 30, June 1, 5, 7, 10, 13, 15, 19, 21, 23, 24, 27,	
No. 30 in builder's yard.	5th. After the ship was launched and equipped	July 5, 10, 11, 13, 14, 17, 21, 25, 28, August 1, 5, 8, 12, 15, 17, 19, 21, 24,	
		25, 29, 31, September 2, 4, 5, 16, 18, 21, 23, 25, 27, 28.	

General Remarks (State quality of workmanship, &c.)  
*The edges of the outside strakes of plating and the whole of the butts are planed and the general quality of the workmanship good.*  
*This vessel has a raised quarter deck extending 36' 6" before the sternpost, and a Forecastle deck 26' 6"; a deck house erected between the Fore Mast and the Main 5' 6" x 12' 0" constructed of Iron, and the beams plated away of the Galley.*  
*Efficient Porting beams and stringers are fitted forward.*

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.  
the surfaces preserved from oxidation? Inside *Portland Cement to bilges & Paint* Outside *Outside of Iron & other Paint*  
in this Vessel should be Classed *100 A 1*

Amount of the Entry Fee ... £ 5 : : is received by me, *J. N. Riles*  
Special ... £ 42 : 1 : 14 October 1876  
Certificate ... : :  
Travelling Expenses, if any, £ 1.10.0.  
Committee's Minute *20th October 1876*  
Character assigned *100 A 1*  
*This vessel appears eligible to be classed as recommended 100 A 1*  
*Lloyd's Register Foundation*