

IRON SHIP. 17384 Iron

Survey held at Greenock Date, First Survey 3rd May Last Survey 2nd June

Ship Therapio Master J. C. Ibbey

NAME under Tonnage Deck 933.23 ONE, OR TWO DECKED, THREE DECKED VESSEL. ONE

of Main, Spar, or Awning Deck. 4.3 SPAR, OR AWNING DECKED VESSEL.

of Poop, or Mast (Dk.) 94.25 HALF BREADTH (moulded) 14.66

of Houses on Deck 1031.78 DEPTH from upper part of Keel to top of Upper Deck Beams 22.50

of Forecastle 32.29 GIRTH of Half Midship Frame (as per Rule) 32.66

of Tonnage 999.49 1st NUMBER 72.91

of Crew Space 32.29 1st NUMBER, if THREE DECKED VESSEL [deduct 7 feet] 72.91

of Engine Room 32.29 LENGTH 210.

of Tonnage out on Beam 999.49 2nd NUMBER 15312.

PROPORTIONS—Breadths to Length 5.9

Depths to Length—Upper Deck to Keel 5.9

Main Deck ditto 9.3

Port belonging to London

Destined Voyage going to London to load

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

Feet. Inches. BREADTH—Moulded... 35.33 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20.7 Power of Engines 2 No. of Decks with flat laid Two

Feet. Inches. BREADTH—Moulded... 35.33 Feet. Inches. DEPTH top of Floors to Upper Deck Beams 20.7 Power of Engines 2 No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 224. breadth, 35.5 depth, 20.15

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
depth and thickness	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4	8 x 2 3/4
moulding and thickness	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4
POST for Rudder do. do.	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4
for Propeller	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4	4 1/2 x 2 3/4
of Frames from moulding edge to	23	23	23	23	23	23	23	23
ing edge, all fore and aft	23	23	23	23	23	23	23	23
ES, Angle Iron, for 1/2 length amidships	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3	4 1/2 x 3
VERSED FRAMES, Angle Iron	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3	3 x 3
DOORS, depth and thickness of Floor Plate	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
mid line for half length amidships	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
thickness at the ends of vessel	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
depth at 1/2 the half-bdth. as per Rule	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
height extended at the Bilges	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
BEAMS, Upper, Spar, or Awning Deck	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Plate or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
or double Angle Iron on Upper edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
age space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
IS, Main, or Middle Deck	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Plate or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
or double Angle Iron, on Upper Edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
age space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
LOWER DECK, Hold, or Orlop	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
Plate or d'ble Ang. Iron, Plate or Tee Bulb Iron	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
or double Angle Iron on Upper Edge	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
age space	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2	4 1/2
ELSONS Centre line, single or double plate,	15	15	15	15	15	15	15	15
Box, or Intercoastal, Plates	15	15	15	15	15	15	15	15
Rider Plate	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Bulb Plate to Intercoastal Keelson	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4	10 3/4
Angle Irons	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Double Angle Iron Side Keelson	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Side Intercoastal Plate	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
do. Angle Irons	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Attached to outside plating with angle iron	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
GE Angle Irons	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
do. Bulb Iron	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Intercoastal plates riveted to plating for	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
length	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
STRINGER Angle Irons	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
Intercoastal plates riveted to plating for	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
length	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4
STRINGER Angle Irons	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4	5 3/4

ns, material. Knight-heads. Hawse Timbers. Iron

ss Iron Patent Pall Bitt

AMES extend in one length from Keel to Gunwale

EVERSED ANGLE IRONS on floors and frames extend from middle line to above Hold Beam Stringer and to Main Deck alternately

SONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

ING. Garboard, double riveted to Keel, with rivets 1 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 1/4 ins. from centre to centre.

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

Butts of Three Strakes at Bilge for half length, treble riveted with Butt Straps 1 1/2 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 1/4 ins. from cr. to cr.

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

Breadth of laps of plating in double riveting 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting —

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

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

of the various Decks, how secured to the sides? Beam ends turned down No. of Breasthooks, 4 Crutches, 14

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

manufacturer's name or trade mark, Angle Iron & Plates Messrs

The above is a correct description.

Signature, James E. Scott Surveyor's Signature, H. B. Scott

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

IRON 467-0201

1p. Are the butts of plating planed or otherwise fitted? *Planed*
Is of the carvel-work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
Rings between the ribs and plates solid single pieces? *Yes*
Boles for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? *Yes*
Rivets break into or through the seams or butts of the plating? *Very few* 17384 Iron.

Masts, Bowsprit, Yards, &c., are *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. *Bowsprit 17 1/2 ft dia 2 1/2 in*
State also Length and Diameter of Lower Masts and Bowsprit. *Fore Mast 78 1/2 ft dia 20 in Main 80 1/2 ft dia 22 in Mizzen 71 ft dia 24 in*

Fore & Main Mast 3 plates 6 5/16 in
Mizzen Mast 3 - 5 5/16 in
Bowsprit 2 - 5 5/16 in
Double 10 ft long 1/4 in
Edges single riveted, butts double and treble in Main and treble in Bowsprit. Plates doubled in way of wedges & then angle iron in each. *Fore & Main Masts 5 1/2 x 3 1/2 in Mizzen Mast 5 1/2 x 3 1/2 in*

NUMBER for EQUIPMENT		15.312	Fathoms.	Inches.	Test per Certificate	Length & Size req'd per Rule	Test req'd per Rule	ANCHORS.	No.	Weight.	Test per Certificate	Weight req'd per Rule	Test req'd per Rule
N ^o .	SAILS.	CABLES, &c.	Chain										
	Fore Sails,												
	Fore Top Sails,												
	Fore Topmast Stay Sails,												
	Main Sails,												
	Main Top Sails,												
	and												

Standing and Running Rigging *Swedish hempen* sufficient in size and *good* in quality. She has *Two* Long Boats and *2* others.
Line Windlass is *Iron Patent* 2 Capstan 3 Winches and Rudder Efficient Pumps *2 Iron*

Engine Room Skylights. How constructed? *How secured in ordinary weather?*

Coal Bunker Openings. How constructed? *How are lids secured?* Height above deck? *Ports & Scuppers*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea?

Cargo Hatchways.—How formed? *Iron Curving*

State size Main Hatch *13.4 x 12.0* Fore hatch *7.8 x 5.0* Quarter hatch *7.9 x 5.0*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *One Shifting Beam in Main Hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>213</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Paint under S. S. and Surveyed 10/76</i>
Date <i>10 May 1876</i>	2nd. On the plating during the process of riveting	<i>May 8, 11, 16, 22, 30 June 1, 5, 15, 23, 24, 26, July 4</i>
Order for Ordinary Survey No. <i>13</i>	3rd. When the beams were in and fastened, and before the decks were laid	<i>6, 11, 15, 19, 22, 24, 28 August 2, 7, 14, 15, 20, 25, 29</i>
Date <i>13</i>	4th. When the ship was complete, and before the plating was finally coated or cemented	<i>September 11, 13, 14, 15, 16, 21, 22, 26, 28, 30, Oct 2, 12, 19, 20, 24, 26, 30, November 1, 4, 6, 9, 13, 15, 17, 18, 23</i>
No. <i>13</i> in builder's yard.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This Vessel has been built in conformity with the Rules and Midship Section and Longitudinal plan herewith appended which were submitted to the Committee and approved in letter dated 17th May 1876. The floor plates having been fitted as shown in red ink in section as required in said letter. Referring to the arrangement of butts of outside plating as shown in accompanying drawing submitted to the Committee and allowed, subject to the Bureau's sanction, in the 20th September 1876, a copy of this requirement was sent to the Builder and the Bureau's representative here duly apprized who communicated with the Bureau in London and made no objections. Double angle iron are fitted to the wedge plates along the midship part of Vessel as shown in sketch. Fore & Main lower Yards 74 ft dia 18 in 2 plates 5 5/16 in. O² Topmast 64 ft " 16 " 5 5/16 in. Cross Jack Yard 58 ft " 14 " 4 5/16 in. Mizzen lower Topmast 52 ft " 13 " 4 5/16 in. Edges single riveted, butts treble, plates doubled in way of stringers.*

The Materials are of the best description and the workmanship good

State if one, two, or three, decked vessel, or if spar, or masting-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 above bulkhead* Outside *Red lead & Paint and red lead above*

I am of opinion this Vessel should be Classed *100 A. 1.*

The amount of the Entry Fee ... £ 5.0.0 is received by me, *H. J. Woolley*
Special ... £ 49.19.0 22 Nov 1876
Certificate ... £ 0.0.0
(Travelling Expenses, if any, £ ...)

Committee's Minute *24 November 1876*

When assigned *100 A. 1.*

