

IRON SHIP.

No. 4393 Survey held at Glasgow Date, First Survey 25 September 76 Last Survey 3 March 1877

On the BARQUE "LURLIVE" Master James Adair

TONNAGE under Tonnage Deck <u>703.10</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Glasgow</u>
Ditto of Third, Second, or Lower Deck <u>62.84</u>	SPAR, OR AWNING-DECKED VESSEL.	When built <u>1877</u> Launched <u>14 Feb 77</u>
Ditto of Poop, or Raised Quarter Deck <u>9.83</u>	HALF BREADTH (moulded) <u>15.41</u>	By whom built <u>Alex. Stephen & Son</u>
Ditto of Houses on Deck <u>24.73</u>	DEPTH from upper part of Keel to top of Upper Deck Beams <u>19.91</u>	Owners <u>James Adair, Christopher & Co. Ltd.</u>
Ditto of Forecastle <u>24.73</u>	GIRTH of Half Midship Frame (as per Rule) <u>31.5</u>	Port belonging to <u>Glasgow</u>
Gross Tonnage <u>800.50</u>	1st NUMBER <u>66.82</u>	Destined Voyage <u>Canterbury - N. 3.</u>
Less Crew Space <u>39.33</u>	2nd NUMBER <u>12.027</u>	If Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <u>761.17</u>	PROPORTIONS —Breadths to Length <u>5.8</u>	<u>under special survey</u>
Register Tonnage as cut on Beam <u>761.17</u>	LENGTH <u>180</u>	
	2nd NUMBER <u>12.027</u>	
	DEPTHS —Upper Deck to Keel <u>9.0</u>	
	Main Deck ditto <u>9.0</u>	

LENGTH on deck as per Rule	Feet. Inches.	BREADTH Moulded	Feet. Inches.	DEPTH top of Floors to Upper Deck Beams	Feet. Inches.	No. of Decks with flat laid	No. of Tiers of Beams
180	-	30	11	18	3	1	1

Dimensions of Ship per Register, length, 180.5 breadth, 31 - depth, 18 -

	Inches in Ship.	Inches per Rule.
KEEL , depth and thickness	8 x 2 3/8	8 x 2 3/8
STEM , moulding and thickness	7 x 2 3/8	7 x 2 3/8
STERN-POST for Rudder do. do.	6 x 3 1/8	7 x 2 3/8
Distance of Frames from moulding edge to moulding edge, all fore and aft	22 in	22 in
FRAMES , Angle Iron, for 2/3 length amidships	4 x 3 7/16	4 x 3 7/16
Do. for 1/3 at each end	4 x 3 7/16	4 x 3 7/16
REVERSED FRAMES , Angle Iron	3 x 3 7/16	3 x 3 7/16
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	20 x 8 1/16	20 x 8 1/16
thickness at the ends of vessel	2 1/8	2 1/8
depth at 3/4 the half-bdth. as per Rule	AS PER SECTION	THREE DEPTH.
height extended at the Bilges	44 in	44 in
BEAMS , Upper, Spar, or Awning Deck	7 1/2 x 7 1/16	7 1/2 x 7 1/16
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3 7/16	3 x 3 7/16
Average space	44 in	44 in
BEAMS , Main, or Middle Deck	7 1/2 x 7 1/16	7 1/2 x 7 1/16
Single or double Angle Iron, Plate or Tee Bulb Iron	3 x 3 7/16	3 x 3 7/16
Average space	44 in	44 in
BEAMS , Lower Deck, Hold, or Orlop	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Single or double Angle Iron, Plate or Tee Bulb Iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Average space	44 in	44 in
KEELSONS Centre line, single or double plate, bar, or intercostal, Plates	13 x 10 1/16	13 x 10 1/16
" Rider Plate	10 1/2 x 10 1/16	10 x 10 1/16
" Bulb Plate to Intercoastal Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Double Angle Iron Side Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Side Intercoastal Plate	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" do. Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" Attached to outside plating with angle iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" do. Bulb Iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
" do. Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2
BILGE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2
SIDE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Transoms, material. Knight-heads. Hawse Timbers.	E. I. Seat	
Windlass	Emerson's Patent	

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 steeple stringer and 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 1/16 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 1/4 ins. from centre to centre.

Butts of Iron 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 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 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 1/16 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and Single as per rule

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

Beams of the various Decks, how secured to the sides? Beam knees Rivet & Framed No. of Breasthooks, 5 Crutches, 3

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

Manufacturer's name or trade mark, Plates "Monsieur"

The above is a correct description.

Builder's Signature, Alex. Stephen & Son Surveyor's Signature, James Adair

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

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & shee 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? *Very few and in butts only.* 17891 Iron

Masts, Bowsprit, Yards, &c., are 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 *Foremast 68.5" Main 70.7" Mizen 68.5" in the round*
4 1/2" 1/2" Edges zig zag. butts shee riveted and 1/6" shee Riv. plates -
Bowsprit 4. 32.9" 3/8" plates 7/8" 5/16" doubled at knee & ends. Edges zig zag
Butts tube riveted and shee 1/6" shee Riv. plates -

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't req'd per Rule.	Test req'd per Rule.
SAILS.							Bowers					
N ^o .	SAILS.	CABLES, &c. Chain	270	19 1/8	43 9/10	270 19 1/8 43 9/10		3	24.3.0	24 1/2	23 1/2	23 1/2
	Fore Sails,								23.2.7	23 1/2	23 1/2	23 1/2
	Fore Top Sails,								20.3.4	21 1/2	19.3.25	20 1/4
	Fore Topmast Stay Sails											
	Main Sails,	Hmpn Strm Cbl	90	14 1/8		90 - 14 1/8 or 10"						
	Main Top Sails,	Hawser ...	90	8		90.8						
		Towlines ...	90	5		90.5						
		Warp ...	90	5		90.5						
	and	quality										

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* quality. She has *three* Long Boats and The Windlass is *Emerson Malt* Capstan *muller* and Rudder *good* Pumps *2 Cold Iron 5 inch with helix action*

Engine Room Skylights *How constructed?* *How secured in ordinary weather?*
What arrangements for deadlights in bad weather?

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? *Four square ports on each side*

Cargo Hatchways.—How formed? *Iron coverings*

State size Main Hatch *14.6 x 9.0* Forehatch *5.1 x 5.1* Quarterhatch *5.1 x 5.1*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *shifting beam of bolt iron and angled.*

Hatches, If strong and efficient? *yes.*

Order for Special Survey No. <i>119</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>1876. September 25. 28. October 2. 5. 12. 20. 23.</i>
Date <i>8 September 76</i>		2nd. On the plating during the process of riveting	<i>31. November 3. 7. 9. 13. 17. 20. 24. 27. 30. Decem</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid ...	<i>4. 7. 11. 15. 19. 22. 26. 29.</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>1877. January 9. 12. 15. 19. 22. 25. 30. Febr</i>
No. <i>207</i> in builder's yard.		5th. After the ship was launched and equipped	<i>2. 6. 9. 12. 17. 20. 22. 27. March 3 -</i>

General Remarks (State quality of workmanship, &c.) *Iron yards continued.*

Fore Mast yards. 67.0" plates 5/16. 3/16. In plates in the round. Edges zig zag
— Lower topsail yards 55.9" — 4/16 — 3/16. Butts tube riveted —

She has been constructed in accordance with the approved rules and Longitudinal sections herewith. So well built and nothing in my opinion of the class recommended below—

Deck Stms 28.0" x 11.8"
29.4.10" x 22.4.2"

State if *one, two, or three*, decked vessel, or if *open, or running 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 *Cement in bottom Painted* Outside *Paint*

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

The amount of the Entry Fee ... *£ 5 : : : is received by me,* *March 24,* *James J. J. J.*

Special ... *£ 38 : 1 : March 1877*

Certificate ... *Printed*

(Travelling Expenses, if any, £ *—*).

Committee's Minute *6 March 1877*

Character assigned *100 A. 1.*

100 A. 1.

100 A. 1.

100 A. 1.