

IRON SHIP.

No. 3784 Survey held at Hartlepool Date, First Survey 21st Aug. 1876 Last Survey 14th March 1877
 In the Ship "Telewilla" Master

Tonnage under Tonnage Deck 970.67
 to of Upper Deck 130.10
 to of Lower Deck 94.49
 to of Houses 15.49
 on Deck 21.60
 to of Forecastle 1232.65
 Gross Tonnage 43.53
 Less Engine Room 394.45
 Register Tonnage 794.67
 as out on Beam

ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING-DECKED VESSEL.
HALF BREADTH (moulded) 15.8
DEPTH from upper part of Keel to top of Upper Deck Beams 19.1
GIRTH of Half Midship Frame (as per Rule) 30.2
1st NUMBER 64.11
1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
LENGTH 228.11
2nd NUMBER 14858
PROPORTIONS—Breadths to Length within 1/2
 Depths to Length—Upper Deck to Keel within 1/2
 Main Deck ditto

Built at Hartlepool
 When built 1877 Launched 29 Jan.
 By whom built E. W. & Co.
 Owners Fawcett & Greenwell
 Port belonging to London
 Destined Voyage
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 228 Feet. 11 Inches. **BREADTH** Moulded 31 Feet. 5 Inches. **DEPTH** top of Floors to Upper Deck Beams 17 Feet. 6 Inches. Do. do. Main Deck Beams 17 Feet. 6 Inches. Power of Engines 120 Horse. N^o. of Decks with flat laid One N^o. of Tiers of Beams Two

Dimensions of Ship per Register, length, breadth, depth,	Inches in Ship.	Inches per Rule.	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	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8	8 x 2 3/8
STEM , moulding and thickness	8 x 2 3/8	7 1/2 x 2 3/8	8 x 2 3/8	7 1/2 x 2 3/8	8 x 2 3/8	7 1/2 x 2 3/8
STERN-POST for Rudder do. do. for Propeller	8 x 4 1/2	7 1/2 x 4 1/2	8 x 4 1/2	7 1/2 x 4 1/2	8 x 4 1/2	7 1/2 x 4 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft	23	23	23	23	23	23
FRAMES , Angle Iron, for 2/3 length amidships Do. for 1/3 at each end	4 x 3 1/16	4 x 3 1/16	4 x 3 1/16	4 x 3 1/16	4 x 3 1/16	4 x 3 1/16
REVERSED FRAMES , Angle Iron	3 x 3 1/16	3 x 3 1/16	3 x 3 1/16	3 x 3 1/16	3 x 3 1/16	3 x 3 1/16
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships thickness at the ends of vessel depth at 3/4 the half-bdth. as per Rule height extended at the Bilges	19 x 9/16	19 x 9/16	19 x 9/16	19 x 9/16	19 x 9/16	19 x 9/16
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper edge Average space	5 1/2 x 3 7/16	5 1/2 x 3 7/16	5 1/2 x 3 7/16	5 1/2 x 3 7/16	5 1/2 x 3 7/16	5 1/2 x 3 7/16
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron, on Upper Edge Average space	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron Single or double Angle Iron on Upper Edge Average space	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16	4 x 3 7/16
KEELSONS Centre line, single or double plate, box, or intercostal, Plates Rider Plate Bulb Plate to intercostal Keelson Angle Irons Double Angle Iron Side Keelson Side intercostal Plate do. Angle Irons Attached to outside plating with angle iron	15 1/2 x 1 1/16	15 1/2 x 1 1/16	15 1/2 x 1 1/16	15 1/2 x 1 1/16	15 1/2 x 1 1/16	15 1/2 x 1 1/16
BILGE Angle Irons do. Bulb Iron do. Intercostal plates riveted to plating for length	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16
BILGE STRINGER Angle Irons Intercostal plates riveted to plating for length	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16
SIDE STRINGER Angle Irons	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16	5 x 3 1/2 8/16

Transoms, material. Knight-heads. Hawse Timbers. Plates
 Windlass Patent Pall Bitt

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 in. apart.
 The **REVERSED ANGLE IRONS** on floors and frames extend across 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 5/8 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 Three Strakes at Bilge for half length, treble riveted with Butt Straps 1 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 1/4 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 3/4 Breadth of laps of plating in single riveting none

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble
 Waterway, how secured to Beams (Explain by Sketch, if necessary)
 Beams of the various Decks, how secured to the sides? Double plates & angle beams No. of Breasthooks, Two Crutches, Two
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Good
 Manufacturer's name or trade mark, Stockton M. & Co. Hartlepool M. & Co.

The above is a correct description.
 Builder's Signature, E. W. & Co. Surveyor's Signature, S. P. Gladstone
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 670-0469

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? *Solid single pieces*

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? *They are*

Do any rivets break into or through the seams or butts of the plating? *A few in butts*

17994 *En*

Masts, Bowsprit, Yards, &c., are of *Pine* 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 *Main Mast 65 ft. Dia. 19. Fore Mast 68 ft. Dia. 19 1/2*

NUMBER for EQUIPMENT *16343*

	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.
SAILS.						Bowers	2	21-1-26	22-5-0-0	21-0-0	21-12-0-0
Fore Sails,	240	17/16	40 5/10	240 5/16	40 5/10			21-0-0	21-12-2-0	21-0-0	21-12-2-0
Fore Top Sails,								18-0-21	19-4-1-14	17-3-11	17-3-11
Fore Topmast Stay Sails											
Main Sails,											
Main Top Sails,											
CABLES, &c.											
Chain											
Fore Sails,											
Fore Top Sails,											
Fore Topmast Stay Sails											
Main Sails,											
Main Top Sails,											
and											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *four* Long Boats and *good*

The Windlass is *good* Capstan *20 Iron* and Rudder *good* Pumps *four of 6 inch good*

Engine Room Skylights.—How constructed? *3 in. Teak to rising to 15 of bridge* How secured in ordinary weather? *2 Boltways*

What arrangements for deadlights in bad weather? *Boltways*

Coal Bunker Openings.—How constructed? *Iron coverings* How are lids secured? *Bars* Height above deck? *12 inches*

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

Cargo Hatchways.—How formed? *6/16 & 7/16 Plating*

State size Main Hatch *19 ft. 4 in. x 11 ft. 6 in. coming 34 in.* Fore hatch *7 ft. 8 in. x 7 ft. 8 in. coming 34* Quarter hatch *19 ft. 4 in. x 11 ft. 6 in. coming 21 in.*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Deep web beam in the centre of each hatchway*

Hatches, If strong and efficient? *Strong & good*

Order for Special Survey No. *585*

Date *9th Aug 1876*

Order for Ordinary Survey No.

Date

No. *62* 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

Special Survey Date of Survey *1876 27 Aug 21-29 Sept 1-9-10-15 Oct 2-10-12-18-23-25 Nov. 2-3-6-8-21-24-20 Dec 6-13-19 Jan 4-9-11 Feb. 16, March 6-9-14.*

General Remarks (State quality of workmanship, &c.) *Workmanship & material good*

Is fitted with Raised Quarter Deck, frames all to the top height, beams 7x7/16 built, Double Angles on top edges 3x3x6/16 stringer plates on end 48x9/16 Angles on top 5x3 1/2 x 8/16 tie plates 128 x 1 1/2 x 9/16. Plating outside 9/16-8/16-7/16. Deck 3 1/2 x 9/16 Pine. Waterway gutter.

Forecastle frames all to the top height beams of single angles 5x3x6/16 three of built 6 1/2 x 6 Double Angles on top 2 1/2 x 2 1/2 x 5/16 Stringer plates on end 19 1/2 x 9/16 Angles on top 3x3x6/16 tie plates 8 1/2 x 7/16. Plating outside 6/16. Waterway 9.0 10 1/2 x 7/16 Deck 3 in 9/16 Pine.

Waterballast tank fitted in fore & after hold, frames & connection made with three plates. Side plates 7/16 Angles on top 4x3x7/16 Web plates 6/16 Angles on top 3x2 1/2 x 6/16 top plating 6/16 Tested by a head of water to the height of load line.

Additional Strengthening at break of raised deck, main deck stringer plates extend 7 frame spaces abaft break, raised deck 4 frame spaces before Sheerstrakes doubled for 20 feet. Hold beam stringers overlap 16 ft. Butts of shell plating in neighbourhood of break treble riveted

State if one, two, or three, decked vessel, or if spar, or ironing deck, 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 *Plat cemented with Portland Cement* Outside *Inside with Paint*

I am of opinion this Vessel should be Classed *90 A 1*

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

Moh Special ... £ 54 : 14 : 6 - 15 March 1877

Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute *20th March 1877*

Character assigned *90 A 1*

Lloyd's Register

This vessel appears to be a double bottom built from 148 ft.