

# IRON SHIP.

Rec 30/4/77

No. 11639 Survey held at Sunderland Date, First Survey December 14/76 Last Survey April 28/77 18

On the PAPOEMEN s.s. Parthenon

Master Constantine Theophilatos

TONNAGE under 1278.36

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Sunderland

Tonnage Deck 37.13

SPAR, OR AWNING-DECKED VESSEL.

When built 1877 Launched 29/5/77

Ditto of Poop 3.02

HALF BREADTH (moulded) 16

By whom built Bartram & Haswell

Ditto of House 20.12

DEPTH from upper part of Keel to top of Upper Deck Beams 24.3

Owners Ag. de Soria & Soria

Chart on Deck 2.35

GIRTH of Half Midship Frame (as per Rule) 36.3

Port belonging to Spain

Ditto of Forecastle 1341.18

1st NUMBER 76.6

Destined Voyage and

Gross Tonnage 1341.18

1st NUMBER, of a THREE-DECKED VESSEL 76.6

If Surveyed while Building, Afloat, and Dry Dock

Less Crew Space 36.08

LENGTH 238.3

\* See Letter annexed

Less Engine Room 429.18

2nd NUMBER 16585

Register Tonnage 875.92

PROPORTIONS—Breadths to Length under

Dimensions of Ship per Register, length, 239.5 breadth, 32.3 depth, 22.4

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	Horse.	Nº. of Decks with flat laid	Nº. of Tiers of Beams
on deck as per Rule	238	4	Moulded	32		top of Floors to Upper Deck Beams	22	6	Engines	140	2	3
Do. do. Main Deck Beams	15	9				Do. do. Main Deck Beams	15	9				

  

KEEL, depth and thickness	Inches in Ship.	Inches per Rule.
STEM, moulding and thickness	8 1/2 x 2 1/2	8 1/2 x 2 1/2
STERN-POST for Rudder do. do.	8 x 2 1/2	8 x 2 1/2
for Propeller	9 x 4 1/2	8 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	23"	23"

  

FRAMES, Angle Iron, for 1/2 length amidships	Inches in Ship.	Inches per Rule.
Do. for 1/2 at each end	4 1/2 x 3	4 1/2 x 3
REVERSED FRAMES, Angle Iron	4 1/2 x 3	4 1/2 x 3
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	21	21
thickness at the ends of vessel	8.7	8.7
depth at 1/2 the half-bdth. as per Rule	10 1/2	10 1/2
height extended at the Bilges	10 1/2	10 1/2

  

BEAMS, Upper, Spar, or Awning Deck	Inches in Ship.	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	7	7
Single or double Angle Iron on Upper edge	2 1/2 x 2 1/2	2 1/2 x 2 1/2
Average space	46"	46"
BEAMS, Main, or Middle Deck	Inches in Ship.	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 x 3	5 1/2 x 3
Single or double Angle Iron, on Upper Edge	23	23
Average space	23	23
MS, Lower Deck, Hold, or Orlop	Inches in Ship.	Inches per Rule.
Single or double Angle Iron, Plate or Tee Bulb Iron	8 1/2	8
Single or double Angle Iron on Upper Edge	4 1/2 x 3	4 1/2 x 3
Average space	46"	46"
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	Inches in Ship.	Inches per Rule.
Rider Plate	10 3/4	12
Bulb Plate to Intercoastal Keelson	10 3/4	12
Angle Irons	5 3/2	9
Double Angle Iron Side Keelson	5 3/2	9
Side Intercoastal Plate	5 3/2	9
do. Angle Irons	5 3/2	9
Attached to outside plating with angle iron	3 3/2	7
Angle Irons	5 3/2	9
do. Bulb Iron	7 1/2	7
do. Intercoastal plates riveted to plating for length	7 1/2	7
GE STRINGER Angle Irons	Inches in Ship.	Inches per Rule.
Intercoastal plates riveted to plating for length	5 3/2	9
Side STRINGER Angle Irons	5 3/2	9

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

Windlass Iron put out Pall Bitt none required

The FRAMES extend in one length from the middle line to the 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 the main deck 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 1/8 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 3 Strakes at Bilge for 1/2 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 1/4 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 1/2 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

Breadth of laps of plating in double riveting 1/2 length Breadth of laps of plating in single riveting 1/2 length

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

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

Beams of the various Decks, how secured to the sides? Turned Arms on Beams No. of Breasthooks, 5 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? 5.75 inch & 6.0 inch from Works

Manufacturer's name or trade mark, S. J. G. & Co. Shearn & Co. Hartford Iron Works

The above is a correct description.

Builder's Signature, for Bartram & Haswell Surveyor's Signature, W. J. G. & Co.

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

IRON 471-0396



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*  
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 very few only*

18317 Iron

Masts, Bowsprit, Yards, &c., are *of Wood* 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  *rigged as a two mast schooner*

NUMBER for EQUIPMENT 20078

N <sup>o</sup> .	SAILS.	CABLES, &c.	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.	W'ght req'd per Rule.	Test req'd per Rule.
		Chain	270	1 5/8	47 1/2	270 1 5/8	47 9/10	Bowers	1	25.3.0	25.8.0.14	25 1/2	25 3/20
	Fore Sails,								1	25.2.0	25.3.3.0	25 1/2	25 3/20
	Fore Top Sails,								1	22.2.0	22.15.0.0	21.3.0	22 3/20
	Fore Topmast Stay Sails												
	Main Sails,												
	Main Top Sails,												
	and	quality											

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has 3 Long Boats and 1 Life Boat

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good and efficient in training*

Engine Room Skylights.—How constructed? *Plate and Angle iron* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *Isall tops and Butts eyes*

Coal Bunker Openings.—How constructed? *Cast iron coaming* How are lids secured? *Hatches & Bars* Height above deck? *7"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *6 ports and 6 scuppers each side and 3 moving pipes each side*

Cargo Hatchways.—How formed? *Plate and angle iron*

State size Main Hatch *19' 2" x 11'* Forehatch *11' 6" x 8'* Quarterhatch *20' 1" x 10'*

If of extraordinary size, state how framed and secured? *Built Beams and 2 angles riveted to coaming*

What arrangement for shifting beams? *Made permanent*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *2660* Date *21 Nov/96*  
Order for Ordinary Survey No. *91* 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  
*Built under S.S. and Surveyed 1876 Dec. 4-5 15 16 18 23 29 / 97 Jan. 6 18 22 26 29 Feb. 3 5 7 12 16 21 29 March 2 5 9 13 20 22 28 / 96 4 10 15 19 24 28 31*

General Remarks (State quality of workmanship, &c.) *The workmanship is good throughout & well finished. This vessel has been built under special survey in general conformity with the Rules, and in accordance with the midship section and profile drawing. Attached hereto is the Certificate of the Surveyors dated 21<sup>st</sup> Oct. 1876. The Butt straps of the chain absent middle deck are fitted riveted for half length, to compensate for its being wrought inside instead of outside as required by the Rules which was approved of and sanctioned by the Surveyors letter of the 28<sup>th</sup> Oct. 1876. She is fitted with bulwark timbers as shown on the profile drawing, and they have been tested to a head of water up to the height of the Upper Deck and found satisfactory. She has a bulk fore-castle and the bottom bulwark is fitted as shown on the drawing above named, and efficient arrangements are provided as required by the Rules to prevent jamming.*

State if one, two, or three, decked vessel, or if span, or running deck; and the lengths of poop, fore-castle, or raised quarter-deck, and the length of double, or part double bottom.

How are the surfaces preserved from oxidation? Inside *Ammoniac and Paint* Outside *Red lead & Paint*

I am of opinion this Vessel should be Classed *100 A. 1. 2 decks 3 tier of Beams. part double bottom*

The amount of the Entry Fee ... £ 5 : : : is received by me, *Special ... £ 57 : 12 : 6 25<sup>th</sup> April 1877*  
Certificate ... : : :  
(Travelling Expenses, if any, £ : : :)

Committee's Minute *1<sup>st</sup> May 1877*

Character assigned *100 A. 1*  
*2 Dps 3 Tps Beam double bottom 140 ft*

This vessel appears eligible to be classed as recommended viz 100 A. 1 Lloyd's Register Foundation