

IRON SHIP. 18396

No. 11,651 Survey held at *Sunderland* Date, First Survey *October 30th 1876* Last Survey *May 7th 1877*
 On the *Barge* "Lobo" Master *G. Tait*

TONNAGE under Tonnage Deck *891.96*
 Ditto of Third, Spar, or Awning Deck. *36.27*
 Ditto of *House* *9.28*
 Ditto of *on Deck* *2.28*
 Gross Tonnage *939.79*
 Less Crew Space *36.61*
 Less Engine Room *—*
 Register Tonnage as cut on Beam *903.18*

ONE, OR TWO DECKED, ~~THREE-DECKED~~ VESSEL.
~~SPARK, OR AWINING DECKED VESSEL.~~
 HALF BREADTH (moulded) *16.25*
 DEPTH from upper part of Keel to top of Upper Deck Beams *21.79*
 GIRTH of Half Midship Frame (as per Rule) *32.91*
 1st NUMBER *70.95*
 1st NUMBER, if a **THREE-DECKED VESSEL** [deduct 7 feet *—*]
 LENGTH *200.75*
 2nd NUMBER *10243*
 PROPORTIONS—Breadths to Length *6*
 Depths to Length—Upper Deck to Keel *9*
 Main Deck ditto *—*

Built at *Sunderland*
 When built *1876* Launched *March 77*
 By whom built *Messrs. Osbourne, Graham & Co.*
 Owners *Messrs. Shallowcross & Asham*
 Port belonging to *Liverpool*
 Destined Voyage *—*
 If Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule *200.9* Breadth *32.5* DEPTH top of Floors to Upper Deck Beams *19.9* Power of Engines *—* Horse. *—* No. of Decks with flat laid *one* No. of Tiers of Beams *two*

Dimensions of Ship per Register, length *209.0* breadth *32.4* depth *19.6*

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	<i>8 x 2 3/8</i>	<i>8 x 2 3/8</i>				
STEM, moulding and thickness	<i>7 1/2 x 2 3/8</i>	<i>7 1/4 x 2 3/8</i>				
STERN-POST for Rudder do. do.	<i>8 x 2 1/2</i>	<i>—</i>				
for Propeller	<i>—</i>	<i>—</i>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<i>23 in</i>	<i>23 in</i>				
FRAMES, Angle Iron, for 1/2 length amidships	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>				
Do. for 1/2 at each end	<i>4 1/2 x 3</i>	<i>4 1/2 x 3</i>				
REVERSED FRAMES, Angle Iron	<i>3 x 3</i>	<i>3 x 3</i>				
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	<i>24 1/2</i>	<i>21 1/2</i>				
thickness at the ends of vessel	<i>—</i>	<i>—</i>				
depth at 3/4 the half-bdth. as per Rule	<i>11</i>	<i>10 3/4</i>				
height extended at the Bilges	<i>a fair taper</i>	<i>—</i>				
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>7 1/2 x 7</i>	<i>7 1/2 x 7</i>				
Single or double Angle Iron on Upper edge	<i>3 1/2 x 3</i>	<i>3 x 3</i>				
Average space	<i>alternate frames</i>	<i>—</i>				
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>—</i>	<i>—</i>				
Single, or double Angle Iron, on Upper Edge	<i>—</i>	<i>—</i>				
Average space	<i>—</i>	<i>—</i>				
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	<i>8 x 8</i>	<i>8 x 8</i>				
Single or double Angle Iron on Upper Edge	<i>3 1/4 x 3</i>	<i>3 x 3</i>				
Average space	<i>alternate frames</i>	<i>—</i>				
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	<i>14</i>	<i>14</i>				
Rider Plate	<i>10</i>	<i>10</i>				
Bulb Plate to Intercoastal Keelson	<i>5</i>	<i>5</i>				
Angle Irons	<i>3 1/2 x 8</i>	<i>3 1/2 x 7</i>				
Double Angle Iron Side Keelson	<i>—</i>	<i>—</i>				
Side Intercoastal Plate	<i>—</i>	<i>—</i>				
do. Angle Irons	<i>5</i>	<i>5</i>				
Attached to outside plating with angle iron	<i>3</i>	<i>3</i>				
BILGE Angle Irons	<i>5</i>	<i>5</i>				
do. Bulb Iron	<i>3 1/2 x 8</i>	<i>3 1/2 x 7</i>				
do. Intercoastal plates riveted to plating for 1/3 length	<i>8</i>	<i>8</i>				
BILGE STRINGER Angle Irons	<i>5</i>	<i>5</i>				
Intercoastal plates riveted to plating for length.	<i>3 1/2 x 8</i>	<i>3 1/2 x 7</i>				
SIDE STRINGER Angle Irons	<i>—</i>	<i>—</i>				

Flat Keel Plates, breadth and thickness *—*
 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied *—*
 fm up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness *10 x 17 1/2*
 Butt Straps to outside plating, breadth & thickness *6 spaces*
 Lengths of Plating *—*
 Shifts of Plating, and Stringers *2 frame spaces*
 Gunwale Plate on ends of *—*
 Upper Deck Beams, breadth and thickness *40 x 9*
 Angle Iron on ditto *5 x 4 x 8*
 Tie Plates fore and aft, outside Hatchways *11 x 9*
 Diagonal Tie Plates on Beams No. of Pairs, *nil*
 Planksheer material and scantling *Gutter gunwale*
 Waterways do. do. *4 ft 6 in 3 1/2*
 Flat of Upper Deck do. do. *—*
 How fastened to Beams *galvanized iron screw bolts and nuts*
 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *—*
 Is the Stringer Plate attached to the outside plating? *yes*
 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 *29 x 8*
 Is the Stringer Plate attached to the outside plating? *yes*
 Angle Irons on ditto, No. *3 1/2 x 3 1/2 x 8*
 Stringer or Tie Plates, outside Hatchways *11 x 8*
 Flat of Lower Deck *and single angle iron* *4 x 3 1/2 x 8*
 Ceiling betwixt Decks, thickness and material *3 1/2 in*
 in hold do. do. *—*
 Main piece of Rudder, diameter at head *5 3/4*
 do. at heel *3*
 Can the Rudder be unshipped afloat? *yes*
 Bulkheads No. *1* Thickness of *6 in*
 Height up *upper deck*
 How secured to sides of ship *between double frames*
 Size of Vertical Angle Irons *3 x 3 x 7/16* and distance apart *30* ins.
 Are the outside Plates doubled two spaces of Frames in length? *yes*

Transoms, material. *Iron*
 Windlass *Harfield's Patent* Ball Bitt *Iron*

The FRAMES extend in one length from *keel* to *gunwale* Riveted through plates with *3/4* in. Rivets, about *5* in. apart.
 The REVERSED ANGLE IRONS on floors and frames extend *near* middle line to *Hold Beam Stringer A.T.* 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 1/4* 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 1/2* 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 *3 1/2* length, treble riveted with Butt Straps *1/6* 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 *3 1/2* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *—* length amidships.
 Butts of Main Stringer Plate, treble riveted for *1/2* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *—* length.
 Breadth of laps of plating in double riveting *4 1/2* Breadth of laps of plating in single riveting *nil*

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *double and treble throughout*
 Waterway, how secured to Beams *Gutter gunwale* (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? *Turned down ends and riveted to frames and gunwale* No. of Breasthooks, *5* Crutches, *10*
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? *Plating by the Osbourne Iron Co.*
 Manufacturer's name or trade mark *and Messrs. Iron Co.; Angles & Bulbs by Hopkins, Jills & Co.*

The above is a correct description.
 Builder's Signature, *Osbourne, Graham & Co.* Surveyor's Signature, *James Osbourne*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

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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 very well*

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*

Masts, Bowsprit, Yards, &c., are *of 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.

State also Length and Diameter of Lower Masts and Bowsprit *Please see Sketch attached*

18396 Iron

NUMBER for EQUIPMENT <i>4400</i>		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'ght req'd per Rule.	Test req'd per Rule.
<i>Double</i> <i>Sails</i> <i>and</i>	SAILS.	CABLES, &c.					Bowers	1	27.3.21	27.1.2.7	27.3.0	26 9/10
	Fore Sails,	Chain						1	27.2.0	26.15.0.0		
	Fore Top Sails,	<i>Tested at the R.W.C.P.T. by J. Hartness</i>						1	23.2.12	23.11.3.14	23.2.0	23 5/16
	Fore Topmast Stay Sails	<i>Superintendent, March 12th 1877</i>										
	Main Sails,	Hmpn Strm Cbl										
	Main Top Sails,	Hawser <i>Chain</i>										
			90	7								
			80	1								
			90	10 1/2								
			90	9								
			80	5								

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *one* *Log* Boat and *3* others

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Metal & 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? *5 Scuppers & 3 ports on each side*

Cargo Hatchways.—How formed? *Iron plate Cornings and Headledges*

State size Main Hatch *15' 4" X 10' 0" X 22 in high* Forehatch *6' 0" X 5' 0" X 22 in high* Quarterhatch *7' 8" X 6' 0" X 26 in high*

If of extraordinary size, state how framed and secured?

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

Hatches, If strong and efficient? *3 in solid Hatches with extra fine & apt. Carlings of Iron*

Order for Special Survey No. <i>2665</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>Built under J.D. and Surveyed 1876 Oct 30 Nov 13 15 22 29 30 31</i>
Date <i>22nd Nov 1876</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>26</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>26</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This vessel has been constructed in accordance with the rules and the tracing of Midships section attached hereto; She has a raised Quarter deck about 43 feet in length; a House on deck for Crew 21 ft X 11' 3" and a short Monkey Forecastle about 25 feet in length. Diagonal tie-plates are fitted upon the Hold Beams in way of the fore and main mast partners; The masts have been constructed with angle Irons as per tracing attached, the mast caps are solid forgings, shunk upon the mast heads, and further secured by a few rivets; the plating of masts has been submitted to both hot & cold tests and proved satisfactory. The materials and workmanship throughout the vessel are of a good description. See Secretary's letters of 3 November 76 and 5 March 77*

State if *one, two, or three*, decked vessel, *if open, or running decked*; and the lengths of *Monkey* fore, fore, and main masts, and the length of *double, or part double* bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement to upper turn* Outside *3 coats of paint and*

I am of opinion this Vessel should be Classed *100 A, T* of *Belgians and paint above* *1 1/2' of Yellow*

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

May 1877 Special ... £ 45 : 3 : - *2nd 19th May 1877*

Certificate ...

(Travelling Expenses, if any, £ — —).

Committee's Minute *11th May*

Character assigned *100 A*

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This vessel appears to be classed 100 A Lloyd's Register 2 Foundation