

IRON 472-0126

IRON SHIP.

185-07

No. 12074 Survey held at Newcastle

Date, First Survey 30th Nov 70Last Survey 10th May 71

On the Iron S.S. "Lombard"

Master John Anderson

TONNAGE under 1645.16

ONE, OR TWO DECKED, THREE DECKED VESSEL.

Built at Newcastle

Tonnage Deck

SPAR, OR AWNING DECKED VESSEL.

When built 1877 Launched 28th March

Ditto of Third, Spar

HALF BREADTH (moulded) 16.85

By whom built Type Iron S.S. 6th Dec

Ditto of Second, Spar

DEPTH from upper part of Keel to top of Upper Deck Beams 26.45

Owners J. H. Davison

Ditto of Raft, or

GIRTH of Half Midship Frame (as per Rule) 38.90

Port belonging to London

Ditto of Houses

1st NUMBER 82.20

Destined Voyage Alexandria

Ditto of Forecastle

2nd NUMBER 20191

Surveyed while Building, Afloat, or in Dry Dock

Hatches

PROPORTIONS—Breadths to Length 7.9

Gross Tonnage 1749.89

Lengths to Length—Upper Deck to Keel 10.97

Less Crew Space 57.68

Main Deck ditto 13.6

Less Engine Room 559.96

Register Tonnage 1132.25

as cut on Beam

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	268	6	Moulded...	33	7	top of Floors to Upper	24	6	Engines ...	160	Two	Three
per Rule ...						Deck Beams	17	9				
						Do. do. Main Deck Beams						

Dimensions of Ship per Register, length, 270 breadth, 34 depth, 24.4

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2
STERN POST for Rudder do. do.	9 x 5	9 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES, Angle Iron, for 1/2 length amidships	5 3 8/16	5 3 8/16
Do. for 1/2 at each end	5 3 7/16	5 3 7/16
REVERSED FRAMES, Angle Iron	3 3 7/16	3 3 7/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 3/2 9/16	2 3/2 9/16
thickness at the ends of vessel	8/16 x 7/16	8/16 x 7/16
depth at 1/2 the half-bdth. as per Rule	as per Section	as per Section
height extended at the Bilges	do per Section	do per Section
BEAMS, Upper, Spar, or Awning Deck	7 7/16	7 7/16
Single or double Angle Iron, Plate or Tee Bulb Iron	2 1/2 2 1/2 6/16	2 1/2 2 1/2 6/16
Average space	48	48
BEAMS, Main, or Middle Deck	5 1/2 3 8/16	5 1/2 3 8/16
Single or double Angle Iron, Plate or Tee Bulb Iron	5 1/2 3 8/16	5 1/2 3 8/16
Average space	every frame every frame	every frame every frame
BEAMS, Lower Deck, Hold, or Orlop	8 8/16	8 8/16
Single or double Angle Iron, Plate or Tee Bulb Iron	3 3 6/16	3 3 6/16
Average space	5/16 plates	5/16 plates
KEELSONS Centre line, single or double plate, box, or intercostal, plates	18 13/16	18 13/16
Rider Plate	12 13/16	12 13/16
Bulk Plate to Intercostal Keelson	as per Section in W.B. Tank	as per Section in W.B. Tank
Angle Irons	5 1/2 4 9/16	5 1/2 4 9/16
Double Angle Iron Side Keelson	8/16	8/16
Side Intercostal Plate	5 1/2 4 9/16	5 1/2 4 9/16
do. Angle Irons	3 3 7/16	3 3 7/16
Attached to outside plating with angle iron	5 1/2 4 9/16	5 1/2 4 9/16
BILGE Angle Irons	5 1/2 4 9/16	5 1/2 4 9/16
do. Bulb Iron	8 8/16	8 8/16
do. Intercostal plates riveted to plating for length	as per Section	as per Section
BILGE STRINGER Angle Irons	5 1/2 4 9/16	5 1/2 4 9/16
Intercostal plates riveted to plating for half the length	8/16	8/16
SIDE STRINGER Angle Irons		

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

Windlass Patent iron Pall Bitt Iron

The FRAMES extend in one length from Middle line to Upper dk stringer 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 main deck and to up^r deck 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 1/8 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 7/8 in. diameter, averaging 3 7/8 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 7/8 ins. from centre to centre.

Butts of three 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 or single riveted; with rivets 7/8 in. diameter, averaging 3 7/8 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 7/8 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 6 times Breadth of laps of plating in single riveting 3 1/2 times

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

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

Beams of the various Decks, how secured to the sides? Keelsons riveted to frame No. of Breasthooks, 5 Crutches, 5

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

Manufacturer's name or trade mark, Frames by Hopkins, Galves 10th

The above is a correct description.

Signature, J. J. Moore Surveyor's Signature, T. M. Overly

FOR AND ON BEHALF OF TYNE IRON SHIP-BUILDING CO., LIMITED Surveyor to Lloyd's Register of British and Foreign Shipping.

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 few*

Masts, Bowsprit, Yards, &c., are *all* 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 of iron formed with 2 plates in the round 6 1/16 to 5 1/16 thick, double riveted edges, double & treble riveted butts. Length 67 ft, Dia 20 1/2*
Main Mast of p. pine. Schooner Ripped.

Manufacturers of iron. Bell, Ridley and Bell, Newcastle.

NUMBER for EQUIPMENT 24277		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't req'd per Rule.	Test req'd per Rule.
one full suit and	SAILS.	270	13 1/4	55 1/8	270.1 1/4	55 1/8	Bowers	1	30.1.21	28.14.07	30.0.0	28 12/20
	Fore Sails,											
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
one full suit and	Fore Topmast Stay Sails	90	1 1/16	77 1/8	90.1 1/16	77 1/8	Stream	1	12.0.5	11.17.3.7	12.0.0	10 1/2
	Chain											
	CABLES, &c.											
	Hawser ...											
	Towlines ...											
one full suit and	Main Top Sails,	90	8 1/4	77 1/8	90.7	77 1/8	Kedges	1	3.1.0	5	3.0.0	3.0.0
	Warp ...											
	quality good											
	Chain											
	Hawser ...											

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* Life Boat and *three* others

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron casing and teak* How secured in ordinary weather? *hatted down*

What arrangements for deadlights in bad weather? *solid shutters with bulls eye*

Coal Bunker Openings.—How constructed? *Iron (Square)* How are lids secured? *hatch bars* Height above deck? *2 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *8 ports and 8 scuppers on each side*

Cargo Hatchways.—How formed? *Iron*

State size Main Hatch *24' x 12'* Forehatch *8' 0" x 12' 0"* Quarterhatch *24' 0" x 12' 0"*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *deck web plate & 2 beams in Main hatch, deck web plate and*

Hatches, If strong and efficient? *Yes (one beam in after hatch).*

Order for Special Survey No. <i>1100</i>	DAYS of Survey 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>10.7.6 Dec 30. Dec 7. 8. 11. 14. 19. 22. 27. 29.</i>
Date <i>20 Dec 76</i>		2nd. On the plating during the process of riveting	<i>10.7.6 Jan 5. 11. 16. 18. 23. 29. Feb 1. 5. 7. 8.</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid....	<i>14. 22. 27. March 12. 15. 19. 20. 27. April 5.</i>
<i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>19. 25. 30. May 1. 10.</i>
<i>—</i> in builder's yard.		5th. After the ship was launched and equipped	

Remarks (State quality of workmanship, &c.) *This is a vessel with two deck and three tiers beams, the main deck is of iron. She is built in accordance with enclosed approved tracings, the Committee letter of 16th Nov^r 1876, and in accordance with the rules for the class contemplated. She was a break 40 feet long, and a Top Gall Forecastle 38 feet long. Water ballast tanks are fitted as shown on the longitudinal elevation, the After tank is 81 feet long, and the one before it 24 ft, these tanks were satisfactorily tested in my presence. The workmanship is very good*

State if one, two, or three, decked vessel, or if spar, or awning 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 & paint* 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, *By Young T. M. Overly*

Special ... £ 67 : 6 : : 19 May 1877

Certificate ... : : : -

(Travelling Expenses, if any, £ —).

Committee's Minute

25th May. 1877.

Character assigned

100 A 1

2 Dks. double bottom

2 Dks. double bottom

2 Dks. double bottom

2 Dks. double bottom

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