

IRON 472-0126

IRON SHIP.

185-07

No. 12074 Survey held at Newcastle Date, First Survey 30th Nov 70 Last Survey 10th May 71

On the Iron S.S. "Lombard" Master John Anderson

TONNAGE under Tonnage Deck) <u>1645.16</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Newcastle</u>
Ditto of Third, Spar, or Awning Deck <u>36.65</u>	SPAR, OR AWNING DECKED VESSEL.	When built <u>1877</u> Launched <u>20th March</u>
Ditto of Poop, or Raised Or. Dk. <u>4.06</u>	HALF BREADTH (moulded) <u>16.85</u>	By whom built <u>Type Iron S.S. Co. Ltd</u>
Ditto of Houses on Deck <u>11.31</u>	DEPTH from upper part of Keel to top of Upper Deck Beam <u>26.45</u>	Owners <u>J. H. Davison</u>
Ditto of Forecastle Hatches <u>41.76</u>	GIRTH of Half Midship Frame (as per Rule) <u>38.90</u>	Port belonging to <u>London</u>
Gross Tonnage <u>1749.89</u>	NUMBER <u>82.20</u>	Destined Voyage <u>Alexandria</u>
Less Crew Space <u>57.68</u>	1st NUMBER , if a THREE-DECKED VESSEL [deduct 7 feet] <u>75.20</u>	<input checked="" type="checkbox"/> Surveyed while Building, Afloat, or in Dry Dock.
Less Engine Room <u>559.96</u>	LENGTH <u>268.5</u>	
Register Tonnage as cut on Beam <u>1132.25</u>	2nd NUMBER <u>20191</u>	
	PROPORTIONS —Breadths to Length <u>7.9</u>	
	Depths to Length—Upper Deck to Keel <u>10.97</u>	
	Main Deck ditto <u>13.6</u>	

Official Number 76952

LENGTH on deck as per Rule <u>268</u> ^{Feet.} <u>6</u> ^{Inches.}	BREADTH —Moulded... <u>33</u> ^{Feet.} <u>7</u> ^{Inches.}	DEPTH top of Floors to Upper Deck Beams <u>24</u> ^{Feet.} <u>6</u> ^{Inches.}	Power of Engines <u>160</u> ^{Horse.}	N^{o.} of Decks with flat laid <u>Two</u>	N^{o.} of Tiers of Beams <u>Three</u>
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	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.	Inches.	16ths.
KEEL , depth and thickness	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2	9 1/2	2 1/2
STEM , moulding and thickness	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2	9	2 1/2
STERN POST for Rudder do. do.	9	5	9	5	9	5	9	5	9	5	9	5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24		24		24		24		24		24	
FRAMES , Angle Iron, for 3/4 length amidships	5	3	5	3	5	3	5	3	5	3	5	3
Do. for 1/2 at each end	5	3	5	3	5	3	5	3	5	3	5	3
REVERSED FRAMES , Angle Iron	3	3	3	3	3	3	3	3	3	3	3	3
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	2 3/2	9/16	2 3/2	9/16	2 3/2	9/16	2 3/2	9/16	2 3/2	9/16	2 3/2	9/16
thickness at the ends of vessel	8/16	7/16	8/16	7/16	8/16	7/16	8/16	7/16	8/16	7/16	8/16	7/16
depth at 3/4 the half-bdth. as per Rule	as per Section		as per Section		as per Section		as per Section		as per Section		as per Section	
height extended at the Bilges	do per Section		do per Section		do per Section		do per Section		do per Section		do per Section	
BEAMS, Upper, Spar, or Awning Deck	7	7/16	7	7/16	7	7/16	7	7/16	7	7/16	7	7/16
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	7	7/16	7	7/16	7	7/16	7	7/16	7	7/16	7	7/16
Single or double Angle Iron on Upper edge	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2
Average space	48		48		48		48		48		48	
BEAMS, Main, or Middle Deck	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3
Single, or double Angle Iron, on Upper Edge	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3	5 1/2	3
Average space	every frame every frame		every frame every frame		every frame every frame		every frame every frame		every frame every frame		every frame every frame	
BEAMS, Lower Deck, Hold, or Orlop	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16
Single or double Angle Iron on Upper Edge	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3	3 1/2	3
Average space	covered with		covered with		covered with		covered with		covered with		covered with	
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	18	13/16	18	13/16	18	13/16	18	13/16	18	13/16	18	13/16
" Rider Plate	12	13/16	12	13/16	12	13/16	12	13/16	12	13/16	12	13/16
" Bulb Plate to Intercostal Keelson	as per Section in W. K. Tank		as per Section in W. K. Tank		as per Section in W. K. Tank		as per Section in W. K. Tank		as per Section in W. K. Tank		as per Section in W. K. Tank	
" Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" Double Angle Iron Side Keelson	8/16		8/16		8/16		8/16		8/16		8/16	
" Side Intercostal Plate	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Angle Irons	3	3	3	3	3	3	3	3	3	3	3	3
" Attached to outside plating with angle iron	3	3	3	3	3	3	3	3	3	3	3	3
BILGE Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
" do. Bulb Iron	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16	8	8/16
" do. Intercostal plates riveted to plating for length	Rider as per Section, through the tanks		Rider as per Section, through the tanks		Rider as per Section, through the tanks		Rider as per Section, through the tanks		Rider as per Section, through the tanks		Rider as per Section, through the tanks	
BILGE STRINGER Angle Irons	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4	5 1/2	4
Intercostal plates riveted to plating for half the length.	8/16		8/16		8/16		8/16		8/16		8/16	
SIDE STRINGER Angle Irons												
Transoms, material. Knight-heads. Hawse Timbers.	Iron			Iron			Iron			Iron		
Windlass	Patent iron			Patent iron			Patent iron			Patent iron		
Pall Bitt	Iron			Iron			Iron			Iron		

The **FRAMES** extend in one length from Middle line to Upper dk string 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? None 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 Paddy & Bell

Manufacturer's name or trade mark, Frames by Hopkins, Galves & Co.

The above is a correct description.

FOR AND ON BEHALF OF **TYNE IRON SHIP-BUILDING CO., LIMITED** Surveyor's Signature, T. Moverly Lloyd's Register of British and Foreign Shipping.

Signature, J. J. Moore 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*

18507 Jan

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 6/16 to 5/16 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.

N ^o .	SAILS.	CABLES, &c.	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.	
		Chain	270	1 3/4	55 1/8	270.1 3/4	55 1/8	Bowers	1	30.1.21	28.14.07	30.0.0	28 12/20
	Fore Sails,			13.5	77 1/8				1	30.0.0	28 5/8	30.0.0	
	Fore Top Sails,								1	26.0.14	25.14.14	25.2.0	25 4/20
	Fore Topmast Stay Sails												
	Main Sails,	Hawser ...	90	1 1/6		90.1 1/6		Stream	1	12.0.5	11.17.3.7	12.0.0	
	Main Top Sails,	Towlines ...	90	10		90.11		Kedges	1	6.0.0	7 3/8	6.0.0	
		Warp ...	80	8 1/2		90.7			1	3.1.0	5	3.0.0	
		quality <i>good</i>											

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 Spigot* How secured in ordinary weather? *hatted down*

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 net plate & 2 beams in Main hatch, deck net plate and*

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

Order for Special Survey No. *1100* Date *20 Nov 1876*

Order for Ordinary Survey No. *1100* in builder's yard.

General 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 has a break 40 feet long, and a top Gall^y 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, *Young, W. M. Overly*

Special Certificate ... £ 67 : 6 : .. 19th May 1877

(Travelling Expenses, if any, £ ...)

Committee's Minute 25th May, 1877.

Character assigned *100 A 1*

2 Deck double bottom

81 ft long

