

IRON SHIP 19068

Survey held at *Milford*

Date, First Survey *19th March*

Last Survey *18th April*

820.18

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) *15.92*

DEPTH from upper part of Keel to top of Upper Deck Beam *21.45*

GIRTH of Half Midship Frame (as per Rule) *32.25*

1st NUMBER *69.62*

1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet *19.04*]

LENGTH *190.5*

2nd NUMBER *13.224*

PROPORTIONS Breadths to Length *5.89*

Depths to Length Upper Deck to Keel *8.85*

Main Deck ditto *8.85*

Master *Wm Quinn*

Built at *Milford*

When built *1894*

Launched *20th June*

By whom built *Halstead & Moff*

Owners *Robert Neill & Sons*

Port belonging to *Milford*

Destined Voyage *Not fixed*

If Surveyed while Building, Afloat, or in Dry Dock

Feet. Inches. BREADTH—Feet. Inches. DEPTH top of Floors to Upper Deck Beams—Feet. Inches. Power of Engines—Horse. N° of Decks with flat laid—N° of Tiers of Beams—

Dimensions of Ship per Register, length, *199* breadth, *32* depth, *19.55*

Flat Keel Plates, breadth and thickness *34* *10* *34* *10*

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied *9* *9*

fin up. part of Bilge to Ir. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness *36* *11* *36* *11*

Butt Straps to outside plating, breadth & thickness *11* *10* *11* *10*

Lengths of Plating *46* *46*

Shifts of Plating, and Stringers *26* *9* *26* *9*

Gunwale Plate on ends of Awaing, Spar, or Upper Deck Beams, breadth and thickness *5* *3 1/2* *5* *3 1/2*

Angle Iron on ditto *10* *9* *10* *9*

Tie Plates fore and aft, outside Hatchways *10* *9* *10* *9*

Diagonal Tie Plates on Beams No. of Pairs *2* *10* *2* *10*

Planksheer material and scantling *Plank* *Cutter waterway*

Waterways do. do. *4* *3 1/2*

Flat of Upper Deck do. do. *4* *3 1/2*

How fastened to Beams *Plank* *Waterway*

Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness *29* *8* *29* *8*

Is the Stringer Plate attached to the outside plating? *Yes*

Angle Irons on ditto, No. *4* *3 1/2* *4* *3 1/2*

Tie Plates, outside Hatchways *4* *3 1/2* *4* *3 1/2*

Diagonal Tie Plates on Beams, No. of pairs *2* *10* *2* *10*

Waterways materials and scantlings *Plank* *Cutter waterway*

Flat of Middle Deck do. do. *4* *3 1/2*

How fastened to Beams *Plank* *Waterway*

Stringer Plates on ends of Lower Deck, Hold or Orlop Beams *29* *8* *29* *8*

Is the Stringer Plate attached to the outside plating? *Yes*

Angle Irons on ditto, No. *4* *3 1/2* *4* *3 1/2*

Stringer or Tie Plates, outside Hatchways *4* *3 1/2* *4* *3 1/2*

Flat of Lower Deck *Plank* *Waterway*

Ceiling betwixt Decks, thickness and material *Plank* *Waterway*

in hold do. do. *4* *3 1/2*

Main piece of Rudder, diameter at head *3* *3*

do. at heel *3* *3*

Can the Rudder be unshipped afloat? *Yes*

Bulkheads No. *1* Thickness of *6* *6*

Height up *Upper deck*

How secured to sides of ship *by double frames*

Size of Vertical Angle Irons *3 1/2* *3 1/2* *4* and distance apart *20* ins.

Are the outside Plates doubled two spaces of Frames in length? *Yes*

Frames extend in one length from *keel to up deck* *to Rail at*

Reversed Angle Irons on floors and frames extend *from middle line to Upper and Lower decks*

Sons. Are the various lengths of Plates and Angle Irons properly connected? *Yes*

NG. Garboard, double riveted to Keel, with rivets *1 1/8* in. diameter, averaging *5* ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets *1 1/8* in. diameter, averaging *3 1/2* ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets *1 1/8* in. diameter averaging *3 1/2* ins. from centre to centre.

Butts of *3* Strakes at Bilge for *12* length, treble riveted with Butt Straps *1 1/6* thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets *1 1/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets *1 1/8* in. diameter, averaging *3 1/2* ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. *Upper Sheerstrake, double or single riveted. to lower edge*

Butts of Main Sheerstrake, treble riveted for *12* length amidships. Butts of Upper or Spar Sheerstrake, treble riveted *12* length amidships.

Butts of Main Stringer Plate, treble riveted for *12* length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for *12* length.

Breadth of laps of plating in double riveting *5 1/2* Breadth of laps of plating in single riveting *3*

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? *Quadruple, treble & double riveted*

eway, how secured to Beams *Butt* (Explain by Sketch, if necessary.)

of the various Decks, how secured to the sides? *Butt*

Description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. *Butt*

Manufacturer's name or trade mark, *Butt*

The above is a correct description.

Surveyor's Signature, *James M. Neill*

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

IRON 473-0311

