

IRON SHIP.

No. 2580⁴ Survey held at Birkenhead Date, First Survey Feb 7 17 Last Survey Oct 10 1877

On the Bⁿ (2 masted) S.S. "Thessaly" Yard Number 442 Master J. Harbord

TONNAGE under Tonnage Deck 1824.50

Ditto of Third, Spar, or Awaiting Deck. —

Ditto of Poop, or Raised Q^r. Dk. —

Ditto of Houses on Deck 54.52

Ditto of Forecastle 45.88

Gross Tonnage 1924.90

Less Crew Space 65.41

Less Engine Room 615.97

Register Tonnage as cut on Beam 1243.52

ONE, OR TWO DECKED, THREE DECKED VESSEL.

SPAR, OR AWNING-DECKED VESSEL.

HALF BREADTH (moulded) 17-0

DEPTH from upper part of Keel to top of Upper Deck Beams 26-6 1/2

GIRTH of Half Midship Frame (as per Rule) 40-2

1st NUMBER 83-8 1/2

1st NUMBER, if a THREE DECKED VESSEL deduct 7 feet 290-

LENGTH 290-

2nd NUMBER 24275-

PROPORTIONS—Breadths to Length 8 1/2 59

Depths to Length—Upper Deck to Keel 10 1/2 6-11

Main Deck ditto —

Built at Birkenhead

When built 1877 Launched Aug 25

By whom built Laird Bⁿ

Owners D MacIver

Port belonging to Liverpool

Destined Voyage —

If Surveyed while Building, Afloat, or in Dry Dock.

Yes

LENGTH on deck as per Rule 290 Feet. Inches. — BREADTH Moulded 34 Feet. Inches. — DEPTH top of Floors to Upper Deck Beams 24 Feet. Inches. 6 Power of Engines 220 Horse. No. of Decks with flat laid 2 No. of Tiers of Beams 3

Dimensions of Ship per Register, length, 291.1 breadth, 34.3 depth, 24.6

KEEL, depth and thickness 9 1/2 x 27/8 Inches in Ship. Inches per Rule. 10 x 23/4
STEM, moulding and thickness 9 1/2 x 27/8 10 x 23/4
STERN-POST for Rudder do. do. 9 1/2 x 5 3/4 10 x 5 1/2
Distance of Frames from moulding edge to moulding edge, all fore and aft 24 (Class 100A)

FRAMES, Angle Iron, for 3/4 length amidships 5-3 1/2 Inches. Inches. 16ths. 5-3 1/2 Inches. Inches. 16ths. 5-3 1/2
Do. for 1/2 at each end 5-3 1/2 5-3 1/2 5-3 1/2

REVERSED FRAMES, Angle Iron 3 1/2 3 1/2 8 3 1/2 3 1/2 8
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 24 1/2 10 24 1/2 10
thickness at the ends of vessel — 8 — 8
depth at 3/4 the half-bdth. as per Rule 15- 12 1/4 — —
height extended at the Bilges 5-0 4 9 — —

BEAMS, Upper, Spar, or Awaiting Deck Single or double Angle Iron, Plate or Tee Bulb Iron 5 1/2 3 8 5-3 1/2 8
Single or double Angle Iron on Upper edge — — — — —
Average space 24 — 24 —

BEAMS, Main or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron 8 8 8 8 8
Single or double Angle Iron on Upper edge Butterley — — — —
Average space 48 — 48 —

BEAMS, Lower Deck, Hold or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron 10 10 9 1/2 9
Single or double Angle Iron on Upper edge Butterley 4 4 8
Average space every 10 frames every 10 frames

KEELSONS Centre line, single or double plate, box, or intercostal plates 19 13 19 13
Rider Plate 13 13 13 13
Bulb Plate to intercostal keelson 6 4 9 6 4 9
Angle Irons — — 9 — — 9
Double Angle Iron Side Keelson 6 4 9 6 4 9
Side intercostal plate 6 4 9 6 4 9
do. Angle Irons 3 1/2 3 1/2 8 3 1/2 3 1/2 8
Attached to outside plating with angle iron — — — —

BILGE Angle Irons 6 4 9 6 4 9
do. Bulb Iron — — — —
do. Intercostal plates riveted to plating for length — — — —

BILGE STRINGER Angle Irons 6 4 9 6 4 9
Intercostal plates riveted to plating for length — — — —

SIDE STRINGER Angle Irons — — — —

Transoms, material. Knight-heads. Hawse Timbers. Iron
indlass Iron Pall Bitt —

FRAMES extend in one length from Keel to Gunnwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to 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 1/4 in. diameter, averaging 4 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/10 in. diameter, averaging 3 1/2 ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/10 in. diameter averaging 3 1/2 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 7/10 in. diameter, averaging 3 1/2 ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/10 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.
Butts of Main Sheerstrake, treble riveted for — length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 1/2 length amidships.
Butts of Main Stringer Plate, treble riveted for — length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.
Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting —

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double & treble as P.C. Rule.

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

Beams of the various Decks, how secured to the sides? Riveted to frames & stringer No. of Breasthooks, 4 Crutches, 4

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? L. Kearne & Co., Jones Bⁿ

Manufacturer's name or trade mark, L. Butterley & Co.

The above is a correct description.

Builder's Signature, Laird W. C. Surveyor's Signature, W. C. Wheeler

Flat Keel Plates, breadth and thickness 36 12 1/2 36 12 1/2
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied ends 9 ends 9
fm up. part of Bilge to lr. edge of Sh'rstrake Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied from Mn. to Upr. or Spar Dk. Sh'rstrake. Up. or Spar Dk Sh'rstrake, brdth & thickness 40 13 40 13
Butt Straps to outside plating, breadth & thickness 11 1/2 16 3/4 11 1/2 16 3/4
Lengths of Plating 12 feet
Shifts of Plating, and Stringers well arranged
Gunwale Plate on ends of Awaiting, Spar, or Upper Deck Beams, breadth and thickness 42 10 1/2 42 10 1/2
Angle Iron on ditto 6 x 4 9 6 x 4 9
Tie Plates fore and aft, outside Hatchways — — — —
Diagonal Tie Plates on Beams No. of Pairs, — — — —
Planksheer material and scantling — — — —
Waterways do. do. — — — —
Flat of Upper Deck do. do. 7 6
How fastened to Beams ends 6 for 1/2 length
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 40 9 1/2 40 9 1/2
Is the Stringer Plate attached to the outside plating? Yes Yes
Angle Irons on ditto, No. 2 4 x 4 9 4 x 4 9
Tie Plates, outside Hatchways 15- 10 15- 10
Diagonal Tie Plates on Beams, No. of pairs — — — —
Waterways materials and scantlings — — — —
Flat of Middle Deck do. do. 3 6
How fastened to Beams Mar & seven bolts
Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 40 9 1/2 40 9 1/2
Is the Stringer Plate attached to the outside plating? Yes Yes
Angle Irons on ditto, No. 2 4 x 4 9 4 x 4 9
Stringer or Tie Plates, outside Hatchways — — — —
Flat of Lower Deck 2 — 2 —
Ceiling betwixt Decks, thickness and material in hold do. do. 3 — 2 1/2 —
Main piece of Rudder, diameter at head 7 1/2 — 7 1/2 —
do. at heel 4 — 3 3/4 —
Can the Rudder be unshipped afloat? Yes
Bulkheads No. 5 Thickness of plates 7 x 6 — 7 x 6 —
Height up 4 1/2 upper deck 1 1/2 lower deck
How secured to sides of ship By double frames
Size of Vertical Angle Irons 3 1/2 x 3 1/2 x 9/16 and distance apart 30 ins.
Are the outside Plates doubled two spaces of Frames in length? Yes

no Ruler spaces as P.C. Rule

no Ruler were frames are for

Warship. Are 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? *Single pieces*
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? *None* 19374 Jan.

Masts, Bowsprit, Yards, &c., are 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 - (Iron) extreme length 77.6 x 22 dia. 2 plates in the round 6 1/2 thick. 3 angle irons 3 x 2 1/2 x 5 1/2 the whole length - Seams flush and single riveted, and butts double 8" - Doubling plate 6 1/2 at Partners.*
Mainsmast - (Iron) extreme length 72 1/2 x 22 dia. - Constructed same as foremast.
Topmasts & other spars &c of P & R pine.

NUMBER for EQUIPMENT 25893

	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS, &c.	N ^o .	Weight. Ex. Stock.	Test per Certificate.	Weight req'd per Rule.	Test req'd per Rule.
SAILS.	142	1 1/2	59.10	276 x 119 1/2	59.10	Bowers ...	1	33.0.0	30.17.2	32.0.0	30.2.20
CABLES, &c.						(State Machine where Tested, Date, and name of Superintendent.)					
Chain ...	141	1 1/2	59.10	276 x 119 1/2	59.10	Stream ...	1	33.0.0	30.17.2	32.0.0	30.2.20
Fore Sails,						Kedges ...	1	28.2.0	27.10.2	27.1.0	26.10.0
Fore Top Sails,											
Fore Topmast Stay Sails											
Main Sails,											
Main Top Sails,											
Warp											
quality											

Standing and Running Rigging *Wire & hemp* sufficient in size and *best* in quality. She has *four* Long Boats and in *good* condition.

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps & Sluices in each compartment.

Engine Room Skylights.—How constructed? *Leak 9.6 x 3.6* How secured in ordinary weather? *Catch bolts.*

What arrangements for deadlights in bad weather? *Flaps to skylight*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Strong bars* Height above deck? *Nearly level*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers, also large Cargo Ports in bulwarks abreast of each hatch - on each side.*

Cargo Hatchways.—How formed? *Iron*

State size Main Hatch *24 1/2 x 10 1/2* Forehatch *10 1/2 x 10 1/2* Quarterhatch *10 1/2 x 8 1/2*

If of extraordinary size, state how framed and secured? *Strong iron beams fitted across the hatchways, and are well secured to the Cornings*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *666* Date *21/4/77*
Order for Ordinary Survey No. *442* Date *21/4/77*
No. *442* in builder's yard.

1st.	On the several parts of the frame, when in place, and before the plating was wrought	<i>Apr 17. 21 March 5. 9. 14. 21. 29 Apr 25 May 2. 10. 14. 26. 29</i>
2nd.	On the plating during the process of riveting	<i>June 5. 7. 11. 22. 27 July 2. 11. 16. 21. Sept 8. 17. 20. 22. 27</i>
3rd.	When the beams were in and fastened, and before the decks were laid....	<i>Sept 1. 5. 8. 13. 15 Oct 2. 3. 14. 8. 10. 20.</i>
4th.	When the ship was complete, and before the plating was finally coated or cemented..	
5th.	After the ship was launched and equipped	

General Remarks, *Has a full fore-castle 44 feet long, a good portion of which is plated over. Beams teetuber 6 1/2 thick. Stringer plates 32 x 5/8, and deck of pine 3" thick.*

The upper deck is of iron all fore and aft, 7 1/2 thick in midships Body and 6 1/2 at ends. The butts of which are treble riveted for 2/3 her length, the remainders double 8".

Web plates are fitted to the frames to put apart - as per Rule, in Engine & Boiler spaces, and over those spaces a strong iron deck house is fitted 37 ft long, and at the ends of which are houses built for Officers rooms, Galley &c.

I well built and thoroughly equipped -

State if *one, two or three* decked vessel, or if *open or awning* decked, and lengths of *poop, fore-castle, or raised* quarter deck, or of double or part double bottom.

How are the surfaces preserved from oxidation? Inside *Portland Cement in bottom and* Outside *Red lead & other paint.*

I am of opinion this Vessel should be Classed ** 100A.1*

The amount of the Entry Fee ... £ *5 : 0 : 0* is received by me,

Special ... £ *71 : 9 : 6* 25/10/1877

Certificate ... *Gracie*

Travelling Expenses (if any) £ *15 12*

Committee's Minute *Liverpool Oct 30 1877.*

Character assigned *100A.1. Rec.-built under Sp Survey & Rep Co 1/77. Lloyd's &c & Red Oct 1/77.*

2 Dks 3 Ins Bows. House

John Wheeler

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Lloyd's Register Foundation

100A.1. 15804