

IRON SHIP.

No. 389 Survey held at Hayle Date, First Survey April 1877 Last Survey October 1877

On the Steam Tug Stanley Master Harvey

TONNAGE under Tonnage Deck 32
 Ditto of Third, Spar, or Awning Deck.
 Ditto of Poop, or Raised Qr. Dk.
 Ditto of Houses on Deck
 Ditto of Forecastle
 Gross Tonnage 32
 Less Crew Space
 Less Engine Room 10-21
 Register Tonnage as cut on Beam 21-79

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING-DECKED VESSEL.
 HALF BREADTH (moulded) 6-7 1/2
 DEPTH from upper part of Keel to top of Upper Deck Beams 7-7 1/2
 GIRTH of Half Midship Frame (as per Rule) 26-1
 1st NUMBER 26-1
 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet 61]
 LENGTH 261
 2nd NUMBER 1566
 PROPORTIONS—Breadths to Length 15921
 Depths to Length—Upper Deck to Keel
 Main Deck ditto

Built at Hayle
 When built 1877 Launched August 1877
 By whom built Harvey & Co
 Owners Dartmouth & Torbay Ship Co
 Port belonging to Dartmouth
 Destined Voyage for Towage
 If Surveyed while Building, Afloat, or in Dry Dock.
on Blocks building

LENGTH on deck as per Rule ...	Feet. 61	Inches. -	BREADTH—Moulded... 13	Feet. 3	Inches. -	DEPTH top of Floors to Upper Deck Beams ... Do. do. Main Deck Beams.....	Feet. 6	Inches. 9 1/2	Power of Engines ...	Horse. 15	Nº. of Decks with flat laid	Nº. of Tiers of Beams	
Dimensions of Ship per Register, length, 61.6 breadth, 13.55 depth, 6 8 7/8													
KEEL, depth and thickness	Inches in Ship.		Inches per Rule.										
STEM, moulding and thickness...	6 x 1												
STERN-POST for Rudder do. do. for Propeller	5 1/2 x 2 3/4												
Distance of Frames from moulding edge to moulding edge, all fore and aft	20		(Class)										
FRAMES, Angle Iron, for 1/2 length amidships Do. for 1/4 at each end	Inches. In Ship. 2 1/4	Inches. In Ship. 2 1/4	16ths. In Ship. 5	Inches required per Rule	Inches required per Rule	16ths required per Rule							
REVERSED FRAMES, Angle Iron	2 1/4	2 1/4	5										
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	10		6										
thickness at the ends of vessel													
depth at 3/4 the half-bdth. as per Rule													
height extended at the Bilges...	See midship section												
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	4 1/2 x 3		6										
Single or double Angle Iron on Upper edge													
Average space...	40		40										
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron													
Single, or double Angle Iron, on Upper Edge													
Average space...													
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron													
Single or double Angle Iron on Upper Edge													
Average space...													
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	12 1/2		7		7 1/2	6							
" Rider Plate													
" Bulb Plate to Intercoastal Keelson													
" Angle Irons													
" Double Angle Iron Side Keelson													
" Side Intercoastal Plate													
" do. Angle Irons													
" Attached to outside plating with angle iron													
BILGE Angle Irons													
" do. Bulb Iron													
" do. Intercoastal plates riveted to plating for length													
BILGE STRINGER Angle Irons	3	3	6	3	3	6							
Intercoastal plates riveted to plating for length.													
SIDE STRINGER Angle Irons													
Transoms, material. Knight-heads. Hawse Timbers.	Iron												
Windlass	Iron												
Pall Bitt													
Flat Keel Plates, breadth and thickness	35	7	30	6									
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	7	6	5	5									
fm up. part of Bilge to lr. edge of Sh'rstrake	30	6	6	6									
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	17	8	See midship section										
Up. or Spar Dk Sh'rstrake, brdth & thickness	8	7	8	6									
Butt Straps to outside plating, breadth & thickness	11 1/2	feet											
Lengths of Plating	40												
Shifts of Plating, and Stringers...	18	5											
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness...	3 x 3	6											
Angle Iron on ditto	9	5											
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.	2 1/2 yellow Pine												
How fastened to Beams	Bolts and screws												
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	4 x 6												
Is the Stringer Plate attached to the outside plating?													
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													
Is the Stringer Plate attached to the outside plating?													
Angle Irons on ditto, No.													
Stringer or Tie Plates, outside Hatchways													
Flat of Lower Deck													
Ceiling betwixt Decks, thickness and material in hold do. do.													
Main piece of Rudder, diameter at head do. at heel	3	2											
Can the Rudder be unshipped afloat?	Yes												
Bulkheads No. 3 Thickness of	4												
Height up to Deck													
How secured to sides of ship	Frames and Gaskets												
Size of Vertical Angle Irons	2 1/2 x 2 1/2 and distance apart 30 ins.												
Are the outside Plates doubled two spaces of Frames in length?	Yes												

Flat Keel Plates, breadth and thickness	<u>35</u>	<u>7</u>	<u>30</u>	<u>6</u>
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	<u>6</u>	<u>1/2</u>	<u>5</u>	<u>5</u>
fm up. part of Bilge to lr. edge of Sh'rstrake	<u>30</u>	<u>6</u>	<u>6</u>	<u>6</u>
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied from Mn. to Up. or Spar Dk. Sh'rstrake.	<u>17</u>	<u>8</u>	<u>8</u>	<u>6</u>
Up. or Spar Dk Sh'rstrake, brdth & thickns	<u>8</u>	<u>7</u>	<u>8</u>	<u>6</u>
Butt Straps to outside plating, breadth & thickness	<u>11 1/2</u>	<u>7</u>	<u>8</u>	<u>6</u>
Lengths of Plating	<u>40</u>	<u>11 1/2</u>	<u>7</u>	<u>8</u>
Shifts of Plating, and Stringers	<u>18</u>	<u>5</u>	<u>5</u>	<u>5</u>
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	<u>3 x 3</u>	<u>6</u>	<u>5</u>	<u>5</u>
Angle Iron on ditto	<u>9</u>	<u>5</u>	<u>5</u>	<u>5</u>
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.				
How fastened to Beams				
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness				
Is the Stringer Plate attached to the outside plating?	<u>Yes</u>			
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				
Is the Stringer Plate attached to the outside plating?				
Angle Irons on ditto, No.				
Stringer or Tie Plates, outside Hatchways				
Flat of Lower Deck				
Ceiling betwixt Decks, thickness and material in hold do. do.				
Main piece of Rudder, diameter at head do. at heel	<u>3</u>	<u>2</u>		
Can the Rudder be unshipped afloat?	<u>Yes</u>			
Bulkheads No. <u>3</u> Thickness of <u>4</u>				
Height up <u>to Deck</u>				
How secured to sides of ship <u>Frames and Gaskets</u>				
Size of Vertical Angle Irons <u>2 1/2 x 2 1/2</u> and distance apart <u>30</u> ins.				
Are the outside Plates doubled two spaces of Frames in length?	<u>Yes</u>			

The FRAMES extend in one length from Middle Line to Gunwale Riveted through plates with 5/8 in. Rivets, about 5 apart.

The REVERSED ANGLE IRONS on floors and frames extend from middle line to 1/2 midship height and to every frame 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 7/8 in. diameter, averaging 4 1/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 5/8 in. diameter averaging 2 ins. from centre to centre.

Butts of Strakes at Bilge for length, treble riveted with Butt Straps thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 5/8 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 5/8 in. diameter, averaging 2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for whole length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Main Stringer Plate, double riveted for whole length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.

Breadth of laps of plating in double riveting Breadth of laps of plating in single riveting 2 1/4

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

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

Beams of the various Decks, how secured to the sides? by Gasket Plates No. of Breasthooks, One Crutches,

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

Manufacturer's name or trade mark, Morrison and Mauley

The above is a correct description.

Builder's Signature, Harvey & Co Surveyor's Signature, John G. G. G. G.

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

IRON 474-0399

Workmanship. Are the butts of plating planed or otherwise fitted?

chipped and filed

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?

No

19566 Jon

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

One Pole mast only

NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	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'ght req'd per Rule.	Test req'd per Rule.
1	Fore Sails,	Chain	80	9/16	7 1/2			Bowers	2	2.1-11	4.17.2		
	Fore Top Sails,									2.1-10	5.14		
	Fore Topmast Stay Sails	Hmpn Strm Cbl	90	1877									
	Main Sails,	Hawser ...	90	0.4	Lewis			Stream					
	Main Top Sails,	Towlines ...	90		sup			Kedges					
	and	Warp ...											
		quality											

Standing and Running Rigging are sufficient in size and in quality. She has One Life Boat and

The Windlass is Iron Capstan and Rudder Iron Pumps Two Iron

Engine Room Skylights. How constructed? Iron Cornings. Wood Sashes How secured in ordinary weather? by Iron Quadrants

What arrangements for deadlights in bad weather? Weather Boarding

Coal Bunker Openings. How constructed? Cast Iron Framing How are lids secured? Secured Both Height above deck? Flush

Scuppers, &c. What arrangements for clearing upper deck of water, in case of shipping a sea? Main Scuppers each side

Cargo Hatchways. How formed?

State size Main Hatch

Forehatch

Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, If strong and efficient?

Order for Special Survey No.

Date

Order for Ordinary Survey No.

Date

No. 26 in builder's yard.

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
- 2nd. On the plating during the process of riveting
- 3rd. When the beams were in and fastened, and before the decks were laid
- 4th. When the ship was complete, and before the plating was finally coated or cemented
- 5th. After the ship was launched and equipped

April

May

July

August

October

1877

General Remarks (State quality of workmanship, &c.)

This little vessel has been constructed according to the dimensions specified in the enclosed Midship Section workmanship very good - a sketch of the Engines has been forwarded to the Registry Office - The dimensions for Register has been furnished by the Board of Trade Surveyor: as she will not be registered until she arrives at Dartmouth at which port she will be employed and registered -

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

Portland Cement & Paint Outside Paint

I am of opinion this vessel should be Classed A 90

The amount of the Entry Fee ... £ 1 : - : - is received by me,

Engine 15 H.P. 2 1/2 - Special ... £ 6 : 6 : - Oct. 1877

Certificate ... : 15 :

(Travelling Expenses, if any, £ - 10 - 0) - 10

Committee's Minute

16th October, 1877

Character assigned

90 A 1

This vessel appears eligible to be classed as recommended by Lloyd's Register Foundation