

IRON SHIP.

No. 12746 Survey held at Newcastle Date, First Survey 11th May Last Survey 17th October 1877
 On the Iron S.S. "Camborne" Master Charles Pital

TONNAGE under Tonnage Deck 663.04 ONE, OR TWO DECKED, ~~THREE DECKED~~ VESSEL.
 Ditto of Third, Spar, or Awning Deck. 98.77 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Poop, or Raised Qr. Dk. 6.98 HALF BREADTH (moulded) 14.0 Feet.
 Ditto of Houses 6.98 DEPTH from upper part of Keel to top of Upper Deck Beams 16.9
 Gross Tonnage 810.79 GIRTH of Half Midship Frame (as per Rule) 27.9
 Less Crew Space 25.88 1st NUMBER 58.6
 1st NUMBER, if a ~~THREE DECKED VESSEL~~
 Less Engine Room 259.45 LENGTH 204
 Register Tonnage as cut on Beam 525.46 2nd NUMBER 1193
 PROPORTIONS—Breadths to Length 12.06
 Depths to Length—Upper Deck to Keel 12.06
 Main Deck ditto 12.06

Built at Newcastle
 When built 1877 Launched Sept. 26th
 By whom built Schlesinger, Davis & Co
 Owners Pergeline & Godeet
 Port belonging to Nantes
 Destined Voyage Havre
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 204 0 Breadth—Moulded 28 0 DEPTH top of Floors to Deck Beams 15 5/2 Power of Engines 98 Horse. N^o. of Decks with flat laid one N^o. of Tiers of Beams two

Dimensions of Ship per Register, length, 205.0 breadth, 28.15 depth, 15.3

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 3/8 x 3	8 x 2 3/8	STEM, moulding and thickness	7 x 2 3/8	7 x 2 3/8
STERN-POST for Rudder do. do.	7 x 4 3/4	7 x 4 3/4	STERN-POST for Propeller	7 x 4 3/4	7 x 4 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22			
FRAMES, Angle Iron, for 2/3 length amidships	3 1/2 x 3	3 1/2 x 3	Dq. for 1/2 at each end	3 1/2 x 3	3 1/2 x 3
REVERSED FRAMES, Angle Iron	3 x 2 1/2	3 x 2 1/2			
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	17	17	thickness at the ends of vessel	8 1/2	8 1/2
depth at 3/4 the half-bdth. as per Rule	34	34	height extended at the Bilges	34	34
BEAMS, Upper, Spar, or Awning Deck	5 x 3	5 x 3	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3
Single or double Angle Iron on Upper edge	22	22	Average space	22	22
BEAMS, Main, or Middle Deck	5 x 3	5 x 3	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 x 3	5 x 3
Single or double Angle Iron on Upper Edge	22	22	Average space	22	22
BEAMS, Lower Deck, Hold, or Orlop	8 x 8	8 x 8	Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 x 8	8 x 8
Single or double Angle Iron on Upper Edge	4 x 3	4 x 3	Average space	8 1/2	8 1/2
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plating	13 x 10	13 x 10	Rider Plate	9 x 10	9 x 10
Bulb Plate to Intercoastal Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2
Double Angle Iron Side Keelson	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Side Intercoastal Plate	4 1/2 x 3 1/2	4 1/2 x 3 1/2
do. Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Attached to outside plating with angle iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
BILGE Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	do. Bulb Iron	4 1/2 x 3 1/2	4 1/2 x 3 1/2
do. Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2			
BILGE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2	Intercoastal plates riveted to plating for length	4 1/2 x 3 1/2	4 1/2 x 3 1/2
SIDE STRINGER Angle Irons	4 1/2 x 3 1/2	4 1/2 x 3 1/2			

Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass Iron patent Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend from middle line to main & 2nd deck and to 2nd deck stringer 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 1/8 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 x 3/4 in. diameter, averaging 3 3/8 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 x 3/4 in. diameter averaging 3 3/8 x 3 3/8 ins. from centre to centre.
 Butts of 2 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 3/4 in. diameter, averaging 3 3/8 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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 length amidships.
 Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 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 frames No. of Breasthooks, 4 Crutches, 4
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by West Hookton & Co
 Manufacturer's name or trade mark, Anglo by Rorman, Long & Co

The above is a correct description.
 Builder's Signature, Schlesinger, Davis & Co Surveyor's Signature, T. Mowbray
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 474-0427

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*

19585 Jun

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 *Schooner Ripped. Wood masts &c.*

NUMBER for EQUIPMENT 13127		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.
N ^o .	SAILS.	CABLES, &c.					Bowers					
one	Fore Sails,	Chain	240	13/8	34	240.19	34	1	16.3.18	18 1/4	16.3.0	18
full	Fore Top Sails,	(State Machine where tested, Date, & name of Superintendent.)	I.T.P.H.R.	Burrold Sup	427.9			7	16.2.21	18.0.2.14	16.3.0	18
Suit	Fore Topmast Stay Sails	Chain	90	3/4	90.14/16			1	13.3.6	15.10.17	14.0.27	15 1/2
	Main Sails,	Hawser ...	90	10	90.8							
and	Main Top Sails,	Towlines ...	90	8	90.5		Stream	1	6.3.22		7.0.0	
		Warp	90	5			Kedges	1	3.2.2		3.2.0	
		quality <i>good</i>							1.3.0		1.3.0	

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* *Long* Boat and *two* others
The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Iron casing with teak* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *wood shutters & bullrogs*

Coal Bunker Openings.—How constructed? *of iron* How are lids secured? *by bars* Height above deck? *15 ins*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Ports and scuppers cut in the bulwarks*

Cargo Hatchways.—How formed? *of iron*

State size Main Hatch *31 feet* Forehatch *20 feet* Quarterhatch *✓*

If of extraordinary size, state how framed and secured? *as per plan*

What arrangement for shifting beams? *deep web-plates*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. <i>1173</i>	DATES 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>10.7.77 May 11.17.25.30. June 6.12.20. July 2.</i>
Date <i>24.9.1877</i>		2nd. On the plating during the process of riveting	<i>5.6.12.19.24. Aug 3.7.10.15.23.29.31.</i>
Order for Ordinary Survey No. <i>—</i>		3rd. When the beams were in and fastened, and before the decks were laid...	<i>Sep 6.10.17.21.27. Oct 1.5.9.17.</i>
Date <i>—</i>		4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>76</i> in builder's yard.		5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the enclosed tracings of midship section, longitudinal elevation, and deck plans, the Secretary's letters of 21st and 30th of April 1877, and in accordance with the rules for the class contemplated, she has large hatches for self trimming which are fitted and supported as shown on the plans. Water ballast tanks are fitted before, and abaft the machinery space, the fore tank is 69 feet long, and the after one 62 feet long, the after peak is also fitted for water ballast, these tanks were satisfactorily tested to the load line in my presence. She has a raised quarter deck 114 feet long, and is strengthened at the break in accordance with the rules, and as shown on the plans. The workmanship throughout is very good. Two of the Power anchors are each a few pounds light.*

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, *T. Mowbray*

Special ... £ 39 : 5 : : 7 Nov 1877

Certificate ...

(Travelling Expenses, if any, £ ...)

Committee's Minute ... 9th November, 18 77.

Character assigned *100 A 1*

Lloyd's M.B. 107 R.P. double bottom 131 ft

2019
Lloyd's Register
Foundation