

IRON SHIP.

19585
Recd 8/11/77
Date, First Survey 11th May Last Survey 17th October 1877
Master Charles Pital

No. 12746 Survey held at Newcastle
On the Iron S.S. "Camborne"

TONNAGE under Tonnage Deck	663.04	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Newcastle</u>
Ditto of Third, Spar, or Awning Deck		SPAR, OR AWNING DECKED VESSEL.	When built <u>1877</u> Launched <u>Sept. 26th</u>
Ditto of Poop, or Raised Qr. Dk.	98.77	HALF BREADTH (moulded) Feet.	By whom built <u>Schlesinger, Davis & Co</u>
Ditto of Houses on Deck	6.98	DEPTH from upper part of Keel to top of Upper Deck Beams	14.0
Access to Hatchways		GIRTH of Half Midship Frame (as per Rule)	16.9
Ditto of Forecasts	42.00	1st NUMBER	27.9
Gross Tonnage	810.79	1st NUMBER, if a THREE DECKED VESSEL	58.6
Less Crew Space	25.88	LENGTH	204
Less Engine Room	784.91	2nd NUMBER	1193
Register Tonnage as cut on Beam	525.46	PROPORTIONS—Breathths to Length	
		Depths to Length—Upper Deck to Keel	12.06
		Main Deck ditto	

Official Number

PLANS CASE

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	N ^o . of Decks with flat laid	one
				Do. do. Main Deck Beams				N ^o . of Tiers of Beams	two

Dimensions of Ship per Register, length, <u>205.0</u> breadth, <u>28.15</u> depth, <u>15.3</u>									
KEEL , depth and thickness	Inches in Ship.			Inches per Rule.			Flat Keel Plates, breadth and thickness		
STEM , moulding and thickness	6 3/8 x 3			8 1/2 x 2 3/8			PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied		
STERN-POST for Rudder do. do. for Propeller	7 x 2 3/8			7 x 2 3/8			one strake 10		
Distance of Frames from moulding edge to moulding edge, all fore and aft	7 x 4 3/4			7 x 4 3/4			two strakes 1/16 thicker		
	22			22			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 Upr. or Spar Dk. Sh'rstrake, breadth & thickness		
FRAMES , Angle Iron, for 2/3 length amidships	Inches. In Ship.	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	Inches. per Rule.	16ths. per Rule.	Butt Straps to outside plating, breadth & thickness		
Dq. for 1/2 at each end	3 1/2	3	7	3 1/2	3	7	Lengths of Plating		
REVERSED FRAMES , Angle Iron	3 1/2	3	6	3 1/2	3	6	Shifts of Plating, and Stringers		
	3	2 1/2	6	3	2 1/2	6	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness		
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	17			17			Angle Iron on ditto		
thickness at the ends of vessel	8 1/2			8 1/2			Tie Plates fore and aft, outside Hatchways		
depth at 3/4 the half-bdth. as per Rule	34			34			Diagonal Tie Plates on Beams No. of Pairs,		
height extended at the Bilges	5 3			5 3			Planksheer material and scantling		
BEAMS, Upper, Spar, or Awning Deck	5 3 6			5 3 6			Waterways do. do.		
Single or double Ang. Iron, Plate or Tee Bulb Iron	22			22			Flat of Upper Deck do. do.		
Single or double Angle Iron on Upper edge							How fastened to Beams		
Average space							Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
BEAMS, Main, or Middle Deck							Is the Stringer Plate attached to the outside plating?		
Single or double Ang. Iron, Plate or Tee Bulb Iron	8			8			Angle Irons on ditto, No.		
Single or double Angle Iron on Upper edge	4 3			4 3			Tie Plates, outside Hatchways		
Average space	8 1/2			8 1/2			Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plating	10 th frames			10 th frames			Waterways materials and scantlings		
" Rider Plate	13			13			Flat of Middle Deck do. do.		
" Bulb Plate to Intercoastal Keelson	9			9			How fastened to Beams		
" Angle Irons	4 1/2 3 1/2			4 1/2 3 1/2			Stringer Plates on ends of Lower Deck, Hold or Orlop Beams		
" Double Angle Iron Side Keelson	Lank			Lank			Is the Stringer Plate attached to the outside plating?		
" Side Intercoastal Plate	Siders			Siders			Angle Irons on ditto, No. 2		
" do. Angle Irons							Stringer or Tie Plates, outside Hatchways		
" Attached to outside plating with angle iron							Flat of Lower Deck		
BILGE Angle Irons	4 1/2 3 1/2			4 1/2 3 1/2			Ceiling betwixt Decks, thickness and material		
" do. Bulb Iron	7			7			in hold do. do.		
" do. Intercoastal plates riveted to plating for length							Main piece of Rudder, diameter at head		
BILGE STRINGER Angle Irons	4 1/2 3 1/2			4 1/2 3 1/2			do. at heel		
Intercoastal plates riveted to plating for length							Can the Rudder be unshipped afloat?		
SIDE STRINGER Angle Irons							Bulkheads No. 4 Thickness of		
Transoms, material. Knight-heads. Hawse Timbers.	Iron						Height up		
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 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 7/8 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? Keels 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, Angle 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		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.								
one full suit and	SAILS.	13127	240	13/8	34	240.19/8	34	51	16.3.18	18 1/4	16.3.0	3 18								
	Chain												51	16.3.0	3 18					
	Fore Sails,												1	16.3.18	18 1/4	16.3.0	3 18			
	Fore Top Sails,												7	16.2.21	18.0.2.14	16.3.0	3 18			
	Fore Topmast Stay Sails												1	13.3.6	15.10.17	14.0.27	15 1/2			
	Chain												90	3/4	90.14/6	90.8	90.5	1	6.3.22	7.0.0
	Ham Strm Cbl												90	10	90.8	90.5	1	3.2.2	3.2.0	
	Hawser ...												90	8	90.5	1	1.3.0	1.3.0	1.3.0	
	Towlines ...												90	5	90.5	1	1.3.0	1.3.0	1.3.0	
	Warp ...												90	5	90.5	1	1.3.0	1.3.0	1.3.0	

Standing and Running Rigging *Wire & hemp* sufficient in size and *good* in quality. She has *one* *Log* 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 & bullalages*

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. *1173* Date *24 July 1877*
 Order for Ordinary Survey No. *—* Date *—*
 No. *76* in builder's yard.

DATES of Survey held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.
	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped
	<i>10 7 7 May 11 17 25 30 June 6 12 20 July 2</i>	<i>5 6 12 19 24 Aug 7 10 15 22 29 31</i>	<i>24 6 10 17 21 27 Oct 1 5 9 17</i>		

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, *A. Young*
 Special Certificate ... £ 39 : 5 : : 7 200 = 1877
 Certificate ... : : : :
 (Travelling Expenses, if any, £ ...)

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

Character assigned *100 A 1*
Lloyd's Mb. 107 1877
double bottom 131 ft
128 2 13

+ Name of Surveyor, Date, and Name of the Vessel.

