

IRON SHIP 20086

No. 3201 Survey held at Barrow

Date, First Survey 15th May 1877 Last Survey 12th February 1878

On the Sailing Schooner "Maggie Townson"

Master Edward Sharples

TONNAGE under
147.96
11.08ONE, OR TWO DECKED, THREE DECKED VESSEL.
SPAR, OR AWNING DECKED VESSEL.

HALF BREADTH (moulded) 11 Feet.

DEPTH from upper part of Keel to top of Upper Deck Beams 11.21

GIRTH of Half Midship Frame (as per Rule) 18.75

1st NUMBER 40.96

1st NUMBER, if a THREE DECKED VESSEL

LENGTH 101

2nd NUMBER 4136

PROPORTIONS—Breadths to Length 4.59

Depths to Length—Upper Deck to Keel 9

Main Deck ditto

Built at Barrow-in-Furness

When built 1877-8 Launched 22nd Jan. 1878.

By whom built R. Noble & Co.

Owners John Walton & Co.

Port belonging to Barrow-in-Furness

Destined Voyage

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

While Building.

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	101		Moulded	22		top of Floors to Upper Deck Beams	10	2 1/2	Engines	One	One
Do. do. Main Deck Beams											

Dimensions of Ship per Register, length, 106.3 breadth, 22.1 depth, 10

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	6 3/4 x 1 1/4	6 3/4 x 1 1/4
STEM, moulding and thickness	6 x 1 1/4	6 x 1 1/4
STERN-POST for Rudder do. do.	6 x 1 1/4	6 x 1 1/4

Distance of Frames from moulding edge to moulding edge, all fore and aft 18

	Inches in Ship.	Inches per Rule.
FRAMES, Angle Iron, for 1/2 length amidships	3 2 1/2 5	3 2 1/2 5
Do. for 1/4 at each end		

REVERSED FRAMES, Angle Iron 2 1/2 2 1/2 4 2 1/2 2 1/2 4

	Inches in Ship.	Inches per Rule.
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	12 5	12 5
thickness at the ends of vessel	6 6	6 6
depth at 3/4 the half-bdth. as per Rule	24 24	24 24
height extended at the Bilges		

BEAMS, Upper, Spar, or Awning Deck 5 1/2 3 7 5 1/2 3 7

Single or double Angle Iron, Plate or Tee Bulb Iron

Single or double Angle Iron on Upper edge

Average space

BEAMS, Main, or Middle Deck

Single or double Angle 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 Angle 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 Intercostal, Plates

Rider Plate

Bulb Plate to Intercostal Keelson

Angle Irons

Double Angle Iron Side Keelson

Side Intercostal Plate

do. Angle Irons

Attached to outside plating with angle iron

BILGE Angle Irons

do. Bulb Iron

do. Intercostal plates riveted to plating for length

BILGE STRINGER Angle Irons

Intercostal plates riveted to plating for length

SIDE STRINGER Angle Irons

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass English Oak Pall Bitt English Oak

The FRAMES extend in one length from Keel to gunwale

The REVERSED ANGLE IRONS on floors and frames extend from middle line to upper turn of bilge and to alternately

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

PLATING. Garboard, double riveted to Keel, with rivets 1 1/4 in. diameter, averaging 4 3/4 ins. from centre to centre.

Edges of Garboards, and to upper part of Bilge, worked clench, double riveted; with rivets 1 1/4 in. diameter, averaging 2 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 1/4 in. diameter averaging 2 1/2 ins. from centre to centre.

Butts of one Strakes at Bilge for half length, double riveted with Butt Straps 1 1/4 thicker than the plates they connect. 1 1/4 in.

Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1 1/4 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 1 1/4 in. diameter, averaging 2 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, double riveted for 1 1/4 length amidships.

Butts of Main Stringer Plate, double riveted for 1 1/4 length amidships.

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

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

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

Beams of the various Decks, how secured to the sides? By welded Ribs - riveted.

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle iron - Stockton N. S. Co.

Manufacturer's name or trade mark, Plates - Boush & Co.

The above is a correct description.

Builder's Signature, Edward Noble & Co.

Surveyor's Signature, William Butcher

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

Flat Keel Plates, breadth and thickness

PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges

of doubling at Bilge, or increased thickness, and length applied

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 Up. or Spar Dk. Sh'rstrake.

Up. or Spar Dk Sh'rstrake, breadth & thickness

Butt Straps to outside plating, breadth & thickness

Lengths of Plating

Shifts of Plating, and Stringers

Gunwale Plate on ends of Awning, Spar, or

Upper Deck Beams, breadth and thickness

Angle Iron on ditto

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?

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

Can the Rudder be unshipped afloat? Yes

Bulkheads No. Two Thickness of 1/2 in.

Height up 20 feet

How secured to sides of ship Riveted between double frames.

Size of Vertical Angle Irons 2 1/2 x 2 1/2 x 1/4 and distance apart 30 ins.

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

Riveted through plates with 1 1/4 in. Rivets, about 5" apart.

And butts properly shifted? Yes

Upper Sheerstrake, double or single riveted.

Butts of Upper or Spar Sheerstrake, treble riveted length amidships.

Butts of Upper or Spar Stringer Plate, treble riveted for length.

Butts of Main Sheerstrake, double riveted for 1 1/4 length amidships.

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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? *no*

20086 Jan

Masts, Bowsprit, Yards, &c., are *of wood* 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
Fore Mast 63' long, 15" diameter
Main " 63 " 18 "
Mizen " 59 1/2 " 12 "

Bowsprit 12' outside 13' "

NUMBER for EQUIPMENT		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per 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.
No. of Sails.	SAILS.	CABLES, &c.					Bowers					
	Fore Sails,	Chain										
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
No. of Sails.	Main Top Sails,						Stream					
							Kedges					

Standing and Running Rigging *Sub² Lloyd's* sufficient in size and *good* in quality. She has *one* Long Boat and *one* *other*. The Windlass is *Good* *hand & machine*. Capstan *Good* and Rudder *Good* Pumps *Good* and sufficient.

Engine Room Skylights. How constructed?

How secured in ordinary weather?

What arrangements for deadlights in bad weather?

Coal Bunker Openings. How constructed?

How are lids secured?

Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Three scuppers, three wash ports, and three running pipes on each side.*

Cargo Hatchways.—How formed? *Iron coamings and head ledges riveted together.*

State size Main Hatch *13'6" x 7'8"* Fore hatch Quarter hatch *9' x 6'6"*

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *A strong shipping beam fixed in main hatchway.*

Hatches, If strong and efficient? *yes.*

Order for Special Survey No. *267*

Date *May 1877*

Order for Ordinary Survey No.

Date

No. *2* 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

Built under Special Survey 1877-8.

1877. May 15 17 23 28 30 June 2 5 8 14 18 22 28 30 July 2 9
1878. Jan. 4 7 11 14 16 21 23 29 31 Apr. 5 8 12 14 18 21 25 29 Oct. 8 11
1878. Jan. 2 7 10 14 18 22 30 Feb. 2 5 7 9 12.

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

This vessel is built in accordance with the annexed tracings, and in other respects as required by the Rules. Diagonal str. plates are fitted in way of fore and main masts. She is schooner rigged. The workmanship is good.

The letters relating to this case are dated respectively 21st & 23rd April and 7th & 16th May 1877.

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 *Paint and Cement* Outside *Paint.*

I am of opinion this Vessel should be Classed *100 A1*

The amount of the Entry Fee ... £ *2* : - : - is received by me, *W.B.*
Special ... £ *7* : *7* : - *Feb 2 1878*
Certificate ... - : - : -

(Travelling Expenses, if any, £ *1/10*).

Committee's Minute

22nd February, 1878.

Character assigned

100 A1
Dec 1877

William Bath

It is submitted that this vessel appears eligible to be classed 100 A1 Lloyd's Register
12/2/78