

IRON 477-0376

# IRON SHIP. 20750

Nov 18/4/78

No. 13935 Survey held at Newcastle Date, First Survey 25<sup>th</sup> Oct 1877 Last Survey 4<sup>th</sup> April 1878

On the S. Steamer "Reveil" Master Auffret

TONNAGE under 356.25  
 Tonnage Deck }  
 Ditto of Third, Spar, or Awning Deck }  
 Ditto of Reop, or Raised Qr. Dk. } 55.68  
 Ditto of Houses } 18.67  
 Ditto of Forecabin } 11.26  
 Gross Tonnage 441.86  
 Less Crew Space }  
 Engine Room } 141.40  
 Register Tonnage } 300.46  
 as cut on Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.  
~~OPAR, OR AWNING DECKED VESSEL.~~  
 HALF BREADTH (moulded) .. .. . 12.50  
 DEPTH from upper part of Keel to top of Upper Deck Beams 13.50  
 GIRTH of Half Midship Frame (as per Rule) .. . 23.25  
 1st NUMBER .. .. . 49.25  
 1st NUMBER, if a THREE DECKED VESSEL  
 [deduct 7 feet]  
 LENGTH .. .. . 160  
 2nd NUMBER .. .. . 7880  
 PROPORTIONS—Breadths to Length .. .. . 6.4  
 Depths to Length—Upper Deck to Keel .. .. . 11.8  
 Main Deck ditto .. .. .

Built at Newcastle  
 When built 1878 Launched March 1878  
 By whom built A. Leslie & Co  
 Owners Jules Lamy & Co  
 Port belonging to Caen  
 Destined Voyage Caen  
 Surveyed while Building, Afloat, or in Dry Dock.

LENGTH on deck as per Rule 160 0 BREADTH—Moulded 25 0 DEPTH top of Floors to Upper Deck Beams 12 4 Power of Engines 60 Horse. 60 N<sup>o</sup>. of Decks with flat laid One N<sup>o</sup>. of Tiers of Beams One

Dimensions of Ship per Register, length, 159 breadth, 23.7 depth, 11.80

	Inches in Ship.			Inches per Rule.		
	In Ship.	In Ship.	In Ship.	Inches per Rule.	Inches per Rule.	Inches per Rule.
KEEL, depth and thickness	7 1/4	17/8	7 1/4	17/8	7 1/4	17/8
STEM, moulding and thickness	6 1/2	17/8	6 1/2	17/8	6 1/2	17/8
STERN-POST for Rudder do. do.	6	3 3/4	6	3 3/4	6	3 3/4
for Propeller	6 1/2	3 3/4	6 1/2	3 3/4	6 1/2	3 3/4
Distance of Frames from moulding edge to moulding edge, all fore and aft	21 (Class 90A)					
FRAMES, Angle Iron, for 2/3 length amidships	3	3	6	3	3	6
Do. for 1/2 at each end	3	3	5	3	3	5
REVERSED FRAMES, Angle Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	14	6	14	6	14	6
thickness at the ends of vessel		5		5		5
depth at 2/3 the half-bdth. as per Rule	7	28	7	28	7	28
height extended at the Bilges	6	6	6	6	6	6
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	2 1/2	2 1/2	5	2 1/2	2 1/2	5
Single or double Angle Iron on Upper edge		42		42		42
Average space						
BEAMS, Main, or Middle Deck Single or d'ble 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 d'ble 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	21	7	21	7	21	7
" Rider Plate	Tank Siders					
" Bulb Plate to Intercoastal Keelson	3 1/2	3	6	3 1/2	3	6
" Angle Irons	Tank Siders					
" Double Angle Iron Side Keelson	Tank Siders					
" Side Intercoastal Plate	Tank Siders					
" do. Angle Irons	Tank Siders					
" Attached to outside plating with angle iron	Tank Siders					
BILGE Angle Irons	3 1/2	3	6	3 1/2	3	6
" do. Bulb Iron	where there is no Tank					
" do. Intercoastal plates riveted to plating for length	-					
EDGE STRINGER Angle Irons	-					
Intercoastal plates riveted to plating for length	-					
SIDE STRINGER Angle Irons	See Stringer in Hold as per Mid Section.					
Worms, material. Knight-heads. Hawse Timbers.	Iron					
Class Iron patent	Iron					
Pall Bitt	Iron					

	Inches. In Ship.	16ths. In Ship.	Inches. per Rule.	16ths. per Rule.
Flat Keel Plates, breadth and thickness	30	8	30	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	6 x 7 alter		6 x 7 alter	
fin up. part of Bilge to lr. edge of Sh'rstrake	6 x 7 alter		6 x 7 alter	
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied	33	10	33	
from Mn. to Up. or Spar Dk. Sh'rstrake	6/16		in way of break	
Up. or Spar Dk. Sh'rstrake, breadth & thickness				
Butt Straps to outside plating, breadth & thickness	14 1/4	9 3/4	7/16	5/16
Lengths of Plating	8-9		8-9	
Shifts of Plating, and Stringers	3-6		3-6	
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	46	7	46	7
Angle Iron on ditto	3 1/2	3.6	3 1/2	3.6
Tie Plates fore and aft, outside Hatchways	8	7	8	7
Diagonal Tie Plates on Beams No. of Pairs				
Planksheer material and scantling	Iron Sutter			
Waterways do. do.	3 1/2 y. pins 3 1/2 out & screw bolts			
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	20	6	20	6
Is the Stringer Plate attached to the outside plating?	Yes Yes			
Angle Irons on ditto, No. 2	3.3.6		3.3.6	
Stringer or Tie Plates, outside Hatchways	-			
Flat of Lower Deck	-			
Ceiling betwixt Decks, thickness and material	sparring 2 1/2			
in hold do. do.	2 1/2		2 1/2	
Main piece of Rudder, diameter at head	4 1/4		4 1/4	
do. at heel	2 1/2		2 1/2	
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No. 3 Thickness of	4/16			
Height up	to deck			
How secured to sides of ship	between double frames			
Size of Vertical Angle Irons	2 1/2, 2 1/4, 5/8 and distance apart 30 ins.			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

FRAMES extend in one length from Keel to Gunwale Riveted through plates with 3/4 in. Rivets, about 6 apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to hold stringer angle iron and to upper deck alternately

ELSONS. 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 in. diameter, averaging 5 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 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 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

Butts of all Strakes at Bilge for half 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 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

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

How secured to Beams by rivets (Explain by Sketch, if necessary.)

How the various Decks, how secured to the sides? Frames riveted to frame No. of Breasthooks, 3 Crutches, 3

description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Plates by Bolckow, Vaughan & Co

Manufacturer's name or trade mark, Angles by Tysack & Co Sunderland.

Is the above a correct description. Yes

Owner's Signature, A. Leslie & Co Surveyor's Signature, R. J. Reed

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

**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* 20750 Jm

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 *Rif. 3 Masted Schooner. Wood masts.*

NUMBER for EQUIPMENT <i>8668</i>		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	Wght req'd per Rule.	Test req'd per Rule.	
one	SAILS.	CABLES, &c.	Chain	195	1 1/8	22 3/4	165.176	20 3/10	Bowers	1	10.2.6	12.10.3.2	8.1.0
Fore Sails,	L.P.H.	R.	B.	S.	34 1/8	16.2.78	1	10.0.14	12.2.0.21	8.1.0	10 3/2		
												Fore Top Sails,	30
Fore Topmast Stay Sails	Hawser ...	90	9	90.7 1/2	90.6	Stream	1	1.3.23	4 1/2	1.2.0			
												Main Sails,	Warp ...
Main Top Sails,	quality <i>Good</i>	180	3 1/2	180	3 1/2								

Standing and Running Rigging *Wire & hump* sufficient in size and *good* in quality. She has *one* Life Boat and *two* others

The Windlass is *Good* Capstan *Good* and Rudder *Good* Pumps *Good*

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

What arrangements for deadlights in bad weather? *wood deadlights & balls eyes*

Coal Bunker Openings.—How constructed? *Square, of iron* How are lids secured? *by bar* Height above deck? *14 in*

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

Cargo Hatchways.—How formed? *of Iron*

State size *Main Hatch 22.0 x 15.7* Forehatch *19.3 x 15.7* Quarterhatch *✓*

If of extraordinary size, state how framed and secured? *✓*

What arrangement for shifting beams? *Three beams in main hatch and two in the fore hatch*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No.	Date	1st.	2nd.	3rd.	4th.	5th.
<i>1218</i>	<i>22 Nov 1877</i>	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>1218</i>	<i>22 Nov 1877</i>	<i>1877 Oct 25. 31. 27. 12. 16. 26. 30. Dec 5. 11.</i>	<i>17. 24. 1878 Jan 0. 14. 18. 29. 31. Feb 6. 7.</i>	<i>14. 20. 25. 28. 29. 4. 12. 14. 18. 25. 27. April 4.</i>		

**General Remarks** (State quality of workmanship, &c.)  
*This vessel has been built in accordance with the appended approved tracings of midship section, longitudinal elevation and deck plan, the Committee's letter of 24<sup>th</sup> Oct 1877, and in accordance with the rules for the class contemplated. Water ballast tanks are fitted as shown on the tracing, the main tank is 89 ft long and the fore peak tank 20 ft in length. These tanks were satisfactorily tested to the load line in my presence; She has a R<sup>d</sup> 2<sup>d</sup> deck 91 feet long, and an open fore-castle 20 ft in length. The workmanship is good throughout.*

State if one, two, or three, decked vessel, or if spar, or awning decked; and the lengths of poop, fore-castle, 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 *90A.1*

The amount of the Entry Fee ... £ 5 : : : is received by me, *J. Moverly*  
 Special Certificate ... £ 22 : : : *17 April 1878*  
 Certificate ... - : - : -

Committee's Minute *18th April, 1878.*

Character assigned *90A.1*  
*Lloyd's Register*  
*Double Bottom 89 ft*  
*It is submitted that this vessel appears eligible to be classed 90A.1 & recommended.*  
*J. Moverly*  
 Lloyd's Register Foundation

H. Moverly, Surveyor, Newcastle-on-Tyne.