

IRON 477-0376

IRON SHIP. 20750

Recd 18/4/78

No. 13933 Survey held at Newcastle Date, First Survey 25th Oct 1877 Last Survey 4th April 1878On the S. Steamer "Reveil"Master Auffret

TONNAGE under 356.25 ONE, OR TWO DECKED, THREE DECKED VESSEL.
Tonnage Deck 356.25 SPAR, OR AWNING DECKED VESSEL.
Ditto of Third, Spar, or Awning Deck }
Ditto of Prop, or Raised Qr. Dk. } 55.68
Ditto of Houses } 18.67
Ditto of Forecastle } 11.26
Gross Tonnage 441.86
Less Crew Space }
Engine Room } 141.40
Register Tonnage } 300.46
as cut on Beam }

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. N° of Decks with flat laid One N° of Tiers of Beams One

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

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7 1/4 x 1 7/8	7 1/4 x 1 7/8
STEM, moulding and thickness	6 1/2 x 1 7/8	6 1/2 x 1 7/8
STERN-POST for Rudder do. do.	6 x 3 3/4	6 1/2 x 3 3/4
for Propeller	6 1/2 x 3 3/4	2 1/2
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 1/3 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	14 6
thickness at the ends of vessel	5	5
depth at 2/3 the half-bdth. as per Rule	7	7 20
height extended at the Bilges	6 20	6 6
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	6 6 6	6 6 6
Single or double Angle Iron on Upper edge	2 1/2 2 1/2 5	2 1/2 2 1/2 5
Average space	42	42
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 intercostal, Plates	21 7 21 7	21 7 21 7
" Rider Plate	Tank	Slider
" Bulb Plate to intercostal Keelson	3 1/2 3 6	3 1/2 3 6
" Angle Irons	3 1/2 3 6	3 1/2 3 6
" Double Angle Iron Side Keelson	3 1/2 3 6	3 1/2 3 6
" Side intercostal Plate	Tank	Slider
" do Angle Irons	3 1/2 3 6	3 1/2 3 6
" Attached to outside plating with angle iron	where there is no Tank	
BILGE Angle Irons	3 1/2 3 6	3 1/2 3 6
" do Bulb Iron	where there is no Tank	
" do Intercostal plates riveted to plating for length		
EDGE STRINGER Angle Irons	-	-
Intercostal plates riveted to plating for length	-	-
EDGE STRINGER Angle Irons	see stringer in hold	as per mid section
osoms, material. Knight-heads. Hawse Timbers.	Iron	
lass Iron patent Pall Bitt	Iron	

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 1/2 alter 6 1/2 alter
fm up. part of Bilge to lr. edge of Sh'rstrake 6 1/2 alter 6 1/2 alter
Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied 33 10 33 10
from Mn to Up or Spar Dk. Sh'rstrake 6 1/6 in way of break
Up or Spar Dk. Sh'rstrake, breadth & thickness 14 1/4 to 9 3/4. 7 1/6 to 5 1/6
Butt Straps to outside plating, breadth & thickness 8-9 8-9
Lengths of Plating 3-6 3-6
Shifts of Plating, and Stringers 46 7 46 7
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness 3 1/2 3.6 3 1/2 3.6
Angle Iron on ditto 8 7 8 7
Tie Plates fore and aft, outside Hatchways Diagonal Tie Plates on Beams No. of Pairs, Planksheer material and scantling Iron Butte
Waterways do. do. 3 1/2 3.6 3 1/2 3.6
Flat of Upper Deck do. do. out & screw bolts
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. 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. 2 Stringer or Tie Plates, outside Hatchways Flat of Lower Deck Ceiling betwixt Decks, thickness and material 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 1/6
Height up to deck
How secured to sides of ship between double frames
Size of Vertical Angle Irons 2 1/2 2 1/2 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

LATING. 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

way, how secured to Beams by rivets (Explain by Sketch, if necessary.)
of the various Decks, how secured to the sides? Strakes 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.
above is a correct description.
Surveyor's Signature, R. J. Reed. H. M. Mowbray
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 *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 *Rif. 3 Masted Schooner. Wood masts.*

NUMBER for EQUIPMENT		8668	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.	195	1 1/8	22 3/4	165.1 1/2	20 3/10	Bowers	1	10.2.6	12.10.3.2	8.1.0	10 1/2
		Chain		B. S.	34 1/8		30 4/10		1	10.0.14	12.2.0.2	8.1.0	
one	Fore Sails,	(State Machine where Tested, Date, & name of Superintendent.)	L. P. H. R.	R.	Burwell	Aug 5	16.2.78		1	8.2.26	10 7/8	7.0.2	9 5/2
full	Fore Top Sails,	Chain	30	3/4	10 1/8	15 1/2		L. P. H. R.	1	3.3.11	6.5.1.7	3.0.0	
	Fore Topmast Stay Sails	Hamp Strm Cbl	90	9	L. P. H. R.	22.3.78		Supr. 15-3-78	1	0.3.24			
mit	Main Sails,	Hawser ...	90	7		90.7 1/2		Stream	...	1	1.3.23	4 1/2	1.2.0
	Main Top Sails,	Towlines ...	180	5		90.6		Kedges	...				
and	Warp ...	Warp ...	180	3 1/2									
	quality	Good											

Standing and Running Rigging *Wire & hemp* 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 skylight* How secured in ordinary weather? *by bolts*

What arrangements for deadlights in bad weather? *wood deadlights & ball 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* Fore hatch *19.3 x 15.7* Quarter hatch *✓*

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. <i>1218</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1877 Oct 25. 31. Dec 12. 16. 26. 30. Dec 31.</i>
Date <i>22 Nov 1877</i>	2nd. On the plating during the process of riveting	<i>17. 24. 1878 Jan 0. 14. 18. 29. 31. Feb 6. 7.</i>
Order for Ordinary Survey No. _____	3rd. When the beams were in and fastened, and before the decks were laid....	<i>14. 20. 25. March 4. 12. 14. 18. 25. 27. April 4.</i>
Date _____	4th. When the ship was complete, and before the plating was finally coated or cemented..	
No. <i>188</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 appended approved tracings of midship section, longitudinal elevation and deck plan, the Committee's letter of 24th Oct^r 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^d 2^d deck 91 feet long, and an open forecastle 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, forecastle, 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, *T. Moverly*

Special Certificate ... £ 22 : : : 17 April 1878

(Travelling Expenses, if any, £ —)

Committee's Minute 18th April, 1878.

Character assigned

90A.1
Double Bottom 89 ft
Lloyd's Register
Foundation