

IRON SHIP.

No. 26183 Survey held at Liverpool Date, First Survey March 28th Last Survey 31st Aug 1878
 On the S.S. "City of London" 3 m. schr. Master Thos. Patching
 Tonnage under Tonnage Deck 257 6/32 ONE, OR TWO DECKED, THREE DECKED VESSEL.
 Ditto of Third, Spar, or Awning Deck 4 2/7 SPAR, OR AWNING DECKED VESSEL.
 Ditto of Poop, or Raised Qr. Dk. 119 5/8 HALF BREADTH (moulded)... .. feet.
 Ditto of Houses on Deck 100 4/1 DEPTH from upper part of Keel to top of Upper Deck Beams
 Ditto of Forecastle 280 0/58 GIRTH of Half Midship Frame (as per Rule)
 Gross Tonnage 88 1/11 1st NUMBER
 Less Crew Space 896 1/19 1st NUMBER, if a THREE-DECKED VESSEL [deduct 7 feet]
 Less Engine Room 18 1/6 2/8 LENGTH
 Register Tonnage as cut on Beam 18 1/6 2/8 2nd NUMBER
 PROPORTIONS—Breadths to Length
 Depths to Length—Upper Deck to Keel
 Main Deck ditto

PLANS CASE

LENGTH on deck as per Rule 361 6 Breadth—Moulded... 40 0 DEPTH top of Floors to Upper Deck Beams 26 4 Power of Engines 300 No. of Decks with flat laid Three
 Dimensions of Ship per Register, length, 374 0 breadth, 40 5 depth, 26 1
 KEEL, depth and thickness 12 x 3 1/2 PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges 30 15 36 15
 STEM, moulding and thickness... 12 x 3 1/2 " of doubling at Bilge, or increased thickness, and length applied... 14 14
 STERN-POST for Rudder do. do. 12 x 3 1/2 " fm up. part of Bilge to l.r. edge of Sh'rstrake. 14 14
 " " for Propeller 12 x 4 " Main Sheerstrake, breadth and thickness of doubling at Sh'rstrake, & length applied... 13 1/2 12
 Distance of Frames from moulding edge to moulding edge, all fore and aft 18 " Up. or Spar Dk Sh'rstrake, breadth & thickness from Mn. to Upr. 52 14 12
 FRAMES, Angle Iron, for 2/3 length amidships 6 4 10 6 4 11 " Up. or Spar Dk Sh'rstrake, breadth & thickness from Mn. to Upr. 32 12 36 14 7
 Do. for 1/3 at each end 10 10 Butt Straps to outside plating, breadth & thickness 12 1/2 15 10 10
 REVERSED FRAMES, Angle Iron 4 1/2 3 1/2 9 4 1/2 3 1/2 10 Lengths of Plating 9 feet 8 1/4 ft
 FLOORS, depth and thickness of Floor Plate at mid line for half length amidships 30 12 27 12 Shifts of Plating, and Stringers... two frame spaces
 " thickness at the ends of vessel 11 10 Gunwale Plate on ends of 30 3/4 52 14
 " depth at 3/4 the half-bdth. as per Rule twice midship height Upper Deck Beams, breadth and thickness 8 1/2 16 8 1/2 16
 " height extended at the Bilges... twice midship height Angle Iron on ditto 6 1/2 5 1/2 x 10 6 1/2 5 1/2 x 10
 BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Bulb Iron 9 10 9 9 Tie Plates fore and aft, outside Hatchways 34 6 15 10
 Single or double Angle Iron on Upper edge 4 3 7 3 1/2 3 6 Diagonal Tie Plates on Beams No. of Pairs, sun deck to hatchways
 Average space... 36 in 42 in Plank-hoe material and scantling... cemented gutter
 BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Bulb Iron 10 11 10 10 Waterways do. do. Yellow pine 4 in
 Single or double Angle Iron, on Upper Edge 4 3 7 4 3 7 Flat of Upper Deck do. do. Yellow pine 4 in
 Average space... 36 in 42 in How fastened to Beams nut & screw bolts
 BEAMS, Lower Deck, Hold, or Orlop Single or double Angle Iron, Plate or Bulb Iron 10 11 10 10 Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness 36 11 3 43 10
 Single or double Angle Iron on Upper Edge 4 3 7 4 3 7 Is the Stringer Plate attached to the outside plating? yes
 Average space... 36 in 42 in Angle Irons on ditto, No. 6 1/2 x 5 1/2 x 10 6 1/2 x 5 1/2 x 10
 KEELSONS Centre line, single or double plate, 18 15 18 15 Tie Plates, outside Hatchways 18 10 15 12
 " Bilge Plate 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Diagonal Tie Plates on Beams, No. of pairs sun deck to hatchways
 " Bulk Plate to Intercostal Keelson 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Waterways materials and scantlings... Yellow pine 3 1/2
 " Angle Irons 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Flat of Middle Deck do. do. Yellow pine 3 1/2
 " Double Angle Iron Side Keelson 6 1/2 5 1/2 10 6 1/2 5 1/2 10 How fastened to Beams nut & screw bolts
 " Side Intercostal Plate 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Stringer Plates on ends of Lower Deck, Hold or Orlop Beams 30 11 39 12
 " do. Angle Irons 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Is the Stringer Plate attached to the outside plating? yes
 " Attached to outside plating with angle iron 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Angle Irons on ditto, No. 6 1/2 x 5 1/2 x 10 6 1/2 x 5 1/2 x 10
 BILGE Angle Irons 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Stringer or Tie Plates, outside Hatchways 18 10 15 12
 " do. Bulb Iron... 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Flat of Lower Deck Yellow pine 3 1/2
 " do. Intercostal plates riveted to plating for length 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Ceiling betwixt Decks, thickness and material 2 3 Plate Pine
 BILGE STRINGER Angle Irons 6 1/2 5 1/2 10 6 1/2 5 1/2 10 " in hold do. do. 2 3 Plate Pine
 Intercostal plates riveted to plating for length 6 1/2 5 1/2 10 6 1/2 5 1/2 10 Main piece of Rudder, diameter at head 10 7 3/4
 SIDE STRINGER Angle Iron 6 1/2 5 1/2 10 6 1/2 5 1/2 10 do. at heel 5 4
 Transoms, material. Knight-heads. Hawse Timbers. Iron
 Windlass, Harfield Patent Pall Bitt C. Iron
 The FRAMES extend in one length from Keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to main deck and to gunwale 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 1/4 in. diameter, averaging 5 ins. from centre to centre.
 Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.
 Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.
 Butts of Strakes at Bilge for 3/5 length, treble riveted with Butt Straps 1/4 thicker than the plates they connect.
 Edges from bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.
 Edges of Main Sheerstrake, double single riveted. Upper Sheerstrake, double single riveted. double
 Butts of Main Sheerstrake, treble riveted for 3/5 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships
 Butts of Main Stringer Plate, treble riveted for length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length
 Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5 1/4
 Butt Straps of Keelsons, Stringer and Tie Plates, treble double riveted?
 Waterway, how secured to Beams Riveted (Explain by Sketch, if necessary.)
 Beams of the various Decks, how secured to the sides? Solid Iron riveted to frames No. of Breasthooks, 5 Crutches, 5
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c. upper stringer plates to be of
 Manufacturer's name or trade mark, not known
 The above is a correct description.
 Builder's Signature, not known Surveyor's Signature, not known
 Surveyor to Lloyd's Register of British and Foreign Shipping.

IRON 480-0032

Workmanship. Are the butts of plating planed or otherwise fitted? *not known*

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 where seen*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *do*

Do any rivets break into or through the seams or butts of the plating? *no*

21625 Jan

Masts, Bowsprit, Yards, &c., are *in turn* 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 and main masts of iron
Plates 9/16 thick - Angle iron not seen but fitted
Main mast of Rich Pine (new)*

+ 2 Bowsprit of Iron

Form of Equipment 2700 to 2999
NUMBER for EQUIPMENT

N ^o .	SAILS.	CABLES, &c.	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.	Weight req'd per Rule.	Test req'd per Rule.
		Chain	300	2"	72.0.0	300-2	72	Bowers	1	39-3-16	35-13-3	38.0-0	34 5/10
	Fore Sails,	<i>Patney Chain & Anchor</i>											
	Fore Top Sails,												
	Fore Topmast Stay Sails		14 1/2	63									
	Main Sails,	Strm Cbl	90	1 3/8	X	90-1 1/2							
	Main Top Sails,	Hawser ...	90	12		90-12							
	and	Towlines ...	90	9		90-8							
		Warp ...	270	6									
		quality <i>good</i>											

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *cin* Long Boats and

The Windlass is *good* Capstan *good* and Rudder *good* Pumps *good* & sufficient - *one 6" in each*

Engine Room Skylights. - How constructed? *Teak frame on top of hull* How secured in ordinary weather? *bolted* compartment

What arrangements for deadlights in bad weather? *Brass gratings & covers for same*

Coal Bunker Openings. - How constructed? *Crown iron & cover* How are lids secured? *clips* Height above deck? *flush*

Scuppers, &c. - What arrangements for clearing upper deck of water, in case of shipping a sea? *Scuppers & flap ports*

Cargo Hatchways. - How formed? *Plates and angle iron in usual way*

State size Main Hatch *24' x 12'* Forehatch *8' 6" x 6 ft* Quarterhatch *18' x 12'*

If of extraordinary size, state how framed and secured? *not extraordinary size*

What arrangement for shifting beams? *Two thwartship beams & one fore & after*

Hatches, If strong and efficient? *yes*

Order for Special Survey No.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>Feb 28. Apr 3. 11. 12. 16. 17. 23. 25. 29</i>
Date	2nd. On the plating during the process of riveting	<i>May 3. 4. 15. 16. 17. 20. 21. 30. June 3. 6.</i>
Order for Ordinary Survey No.	3rd. When the beams were in and fastened, and before the decks were laid ...	<i>8. 13. 19. 21. 25. 27. July 3. 9. 10. 15. 16. 18. 20. 23.</i>
Date	4th. When the ship was complete, and before the plating was finally coated or cemented..	<i>Aug 1. 10. 20. 21. 22. 26. 31.</i>
No.	5th. After the ship was launched and equipped	

General Remarks (State quality of workmanship, &c.) *This vessel has been submitted to survey with a view to obtaining the *A Class & a comparison is made with the Rules of 1869. providing for this character - The plating has been drilled, & its thickness & other scantlings as ascertained are shown above*

The side keelson & bilge keelson as shown in sketch above are fitted through the main body of the vessel - All the old ceiling has been removed and part renewed & the vessel thoroughly cleaned and recoated. Engine & boiler seating renewed & all the requirements for S.S. No 3 complied with. Of the upper deck about 2/3 ed has now been renewed.

The has P.O. Forecastle 66 ft long - house amidships 100 ft. Short poop & house aft 100 ft.

The scantlings and arrangements of this vessel, while not in strict accordance with the Rules are in our opinion quite equal thereto. - The Test notes for anchors & chains, as now on board, are attached; part of this outfit has now been supplied

State if one, two, or three decked vessel, or if open, 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 & Camperdown*

Make of opinion this Vessel should be Classed

**A1*

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *J. F. L.*

Special ... £ 70 : 0 : 0 3/9 1878

Certificate ... : 5 : 0

(Travelling Expenses, if any, £ ...)

Committee's Minute *Liverpool Sep 15 3rd 1878*

Character assigned *Referred to The General Council*

Geo. T. Cooper
Surveyor to Lloyd's Register of British and Foreign Shipping.

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