

IRON SHIP.

No. 4065 Survey held at Newcastle Date, First Survey 12th Nov 1877 Last Survey 26th July 1878
 On the Iron. S.S. "Saint Fagans" Master J. W. Lambert

TONNAGE under 1180.73
 Tonnage Deck 8.50
 Ditto of Third, Spar, or Awning Deck 11.98
 Ditto of Prop. or Br. & Raised Qr. Dk. 117.59
 Ditto of Houses (Chut House) on Deck 3.05
 Ditto of Forecastle 39.80
 Gross Tonnage 1361.65
 Less Crew Space 51.18
 Net Tonnage 1310.47
 Less Engine Room 435.73
 Register Tonnage as cut on Beam 874.74

ONE, OR TWO DECKED, THREE DECKED VESSEL.
 SPAR, OR AWNING DECKED VESSEL.
 HALF BREADTH (moulded) 16.5
 DEPTH from upper part of Keel to top of Upper Deck Beam 20.29
 GIRTH of Half Midship Frame (as per Rule) 33.38
 1st NUMBER 70.17
 1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] 7303.
 LENGTH 59
 2nd NUMBER 7.47
 PROPORTIONS—Breadths to Length 12.1
 Depths to Length—Upper Deck to Keel
 Main Deck ditto

Built at Newcastle
 When built 1878 Launched 15 June 1878
 By whom built Schlesinger, Davis & Co.
 Owners Harrison Bros. & Moore
 Port belonging to Cardiff
 Destined Voyage Mediterranean
 If Surveyed while Building, Afloat, or in Dry Dock

LENGTH	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH	Feet.	Inches.	Power of Engines	Horse.	No. of Decks with flat laid	No. of Tiers of Beams
on deck as per Rule	246	7	Moulded	33	0	top of Floors to Upper Deck Beams Do. do. Main Deck Beams	18	6	130	130	one	two

Dimensions of Ship per Register, length, 248.9 breadth, 33.2 depth, 18.8

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	7 1/2 x 3	9 x 2 1/2	FLAT KEEL PLATES, breadth and thickness	43	11
STEM, moulding and thickness	7 1/2 x 3	8 1/2 x 2 1/2	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges	10	10
STERN-POST for Rudder do. do.	8 1/2 x 5	8 1/2 x 5	of doubling at Bilge, or increased thickness, and length applied	11	2 strakes 11
for Propeller	8 1/2 x 5	8 1/2 x 5	fm up. part of Bilge to lr. edge of Sh'rstrake	10	10
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24	Main Sheerstrake, breadth and thickness	42	14
FRAMES, Angle Iron, for 2/3 length amidships	4 1/2	3	of d'bling at Sh'rstrake, & length applied	14	40
Do. for 1/3 at each end	4 1/2	3	from Mn. to Up. or Spar Dk. Sh'rstrake	14	14
REVERSED FRAMES, Angle Iron	3	3	Up. or Spar Dk. Sh'rstrake, breadth & thickness	16 3/4	15 5/16
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	2 1/2	9	Butt Straps to outside plating, breadth & thickness	120	120
thickness at the ends of vessel	7	7	Lengths of Plating	48	48
depth at 3/4 the half-bdth. as per Rule	10 3/4	10 3/4	Shifts of Plating, and Stringers	35	10
height extended at the Bilges	43	43	Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	5 x 4 x 9	5 x 4 x 9
BEAMS, Upper, Spar, or Awning Deck	5 1/2	3	Angle Iron on ditto	5 x 4 x 9	5 x 4 x 9
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2	3	Tie Plates fore and aft, outside Hatchways		
Single or double Angle Iron on Upper edge	24	24	Diagonal Tie Plates on Beams No. of Pairs		
Average space	24	24	Planksheer material and scantling		
BEAMS, Main, or Middle Deck			Waterways do. do.		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8	8	Flat of Upper Deck do. do.	6 1/8 iron deck riveted.	6 1/8 iron deck riveted.
Single, or double Angle Iron, on Upper Edge	3	3	How fastened to Beams		
Average space	3	3	Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness		
BEAMS, Lower Deck, Hold, or Orlop			In the Stringer Plate attached to the outside plating?		
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5	4	Angle Irons on ditto, No.		
Single or double Angle Iron on Upper Edge	5	4	Tie Plates, outside Hatchways		
Average space	5	4	Diagonal Tie Plates on Beams, No. of pairs		
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	17	12	Waterways materials and scantlings		
Rider Plate	11	12	Flat of Middle Deck do. do.		
Bulb Plate to Intercostal Keelson	5	4	How fastened to Beams		
Angle Irons	5	4	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	32	9
Double Angle Iron Side Keelson	5	4	Is the Stringer Plate attached to the outside plating?	yes	yes
Side Intercostal Plate	5	4	Angle Irons on ditto, No. 2	4 x 4 x 9	4 x 4 x 9
do. Angle Irons	5	4	Stringer or Tie Plates, outside Hatchways		
Attached to outside plating with angle iron	4	4	Flat of Lower Deck		
BILGE Angle Irons	5	4	Ceiling betwixt Decks, thickness and material	none	
do. Bulb Iron	8	8	in hold do. do.	2 1/2 pine	2 1/2
do. Intercostal plates riveted to plating for length	5	4	Main piece of Rudder, diameter at head	6 1/4	6 1/4
BILGE STRINGER Angle Irons	5	4	do. at heel	3 3/8	3 1/4
Intercostal plates riveted to plating for length	5	4	Can the Rudder be unshipped afloat?	yes	
SIDE STRINGER Angle Irons			Bulkheads No. 4 Thickness of	6 1/8	6

Transoms, material. Knight-heads. Hawse Timbers. iron
 Windlass Iron - Harfield's Patent Pall Bitt iron
 The FRAMES extend in one length from keel to gunwale Riveted through plates with 7/8 in. Rivets, about 6 1/2 apart.
 The REVERSED ANGLE IRONS on floors and frames extend across middle line to Lower Deck and to Upper 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 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 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 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/6 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 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 5 1/4 Breadth of laps of plating in single riveting
 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? Ends turned - knees welded No. of Breasthooks, 5 Crutches, 3
 What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Bolekor, Vaughan & Co. plates
 Manufacturer's name or trade mark, Stockton malleable - angles
 The above is a correct description.

Builder's Signature, Schlesinger, Davis & Co. Surveyor's Signature, J. A. Rudcott
 Surveyor to Lloyd's Register of British and Foreign Shipping.

21674 Iron

yes

yes

yes

yes

a few

~~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.~~

Fore mast 69'-5" extreme length. - diameter 19 3/4"
Main Mast 66'-0" D^o - diameter 19".

NUMBERS 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.
No.	SAILS.	CABLES, &c. Chain						Bowers	3				
<i>one</i>	Fore Sails,	(State Machine where Tested Date, & name of Suprntd.)	195	1 5/8	47 1/2	270 fms.				25-2-21	25-8-0-14	25 1/2	25 3/20
<i>suit</i>	Fore Top Sails,		R. Burrell Low Walker		67 1/2	May 1878	47 5/10			25-2-14	25-5-3-21	25 1/2	25 3/20
<i>good.</i>	Fore Topmast Stay Sails		75	1 5/8	47 1/2		66 5/10			22-0-0	22-7-0-0	21 3/4	
	Main Sails,	Hawser Strm Cbl	90	1"	12 1/2	75-1"				R. Burrell Low Walker			
	Towlines		90	11"	24 fms.	90-11"				15 May 1878			
	Main Top Sails,	Warp	90	10"		90-10"							
and	quality good		45	4 1/2		90-6"							
	Kedges								2	5-1-24	6-17-2-0	5 1/4	9 3/4
	Stream								1	11-0-0	11-2-2-0	10 1/2	

Standing and Running Riggings wire hemp sufficient in size and good in quality. She has three Long Boats and two short boats.

The Windlass is *good* ^{the winch} Capstan *good* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Iron casing to height of bridge-trunk* How secured in ordinary weather? *bolted down*

What arrangements for deadlights in bad weather? *solid shutters & bull's eyes*

Coal Bunker Openings.—How constructed? *Iron Castings* How are lids secured? *by studs* Height above deck? *10 mches*

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

Cargo Hatchways.—How formed? *Plates and angles*

State size **Main Hatch** $24^{\frac{1}{2}} \times 11^{\frac{1}{2}} - 2\frac{1}{2}^{\frac{1}{2}}$ above deck Forehatch $12^{\frac{1}{2}} \times 8^{\frac{1}{2}} - 2\frac{1}{2}^{\frac{1}{2}}$ above deck Quarterhatch $20^{\frac{1}{2}} \times 10^{\frac{1}{2}} - 2\frac{1}{2}^{\frac{1}{2}}$ above deck

If of extraordinary size, state how framed and secured ?

What arrangement for shifting beams? *One deep shifting web plate at main & after hatch*

Hatches, If strong and efficient? *strong and efficient.*

Order for Special Survey No. <i>12/7</i>	DATES of Surveys held while building was per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1877. Nov 13, 21, 26. Dec^r 4, 11, 19, 20, 26, 1878 Jan 3</i>
Date <i>19 Nov^r 1877</i>		2nd. On the plating during the process of riveting	<i>7, 16, 22, 25. Feb^y 11, 15, 22, 26. March 1, 7, 14, 21,</i>
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid.... }	<i>25, April 2, 18, 24. May 6, 9, 14, 23, 30. June 5,</i>
Date		4th. When the ship was complete, and before the plating was finally coated or cemented.. }	<i>12, 13. July 4. 16. 23. 26.</i>
No. <i>84</i> in builder's yard.		5th. After the ship was launched and equipped	

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

This is a vessel with one deck and two tiers of beams and has been built in accordance with the accompanying tracings and in other respects according to the Rules.

She has a fore-castle 34 feet in length; a raised quarter deck 132 feet in length.

She has a ballast tank in the fore hold 96 feet in length and a ballast tank in the After hold 74 feet in length. Both tanks have been tested with head of water to the height of the load line.

The quality of the workmanship is good throughout

State if one, ~~two, or three~~, decked vessel, ~~or if open, 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

I am of opinion this Vessel should be Classed *100 A. 1*

The amount of the Entry Fee ... £ 5 : : is received by me

Special ... £ 5-7-15- 4 Sep 1876

Certificate * 3 ... - : - : -

(Travelling Expenses, if any, £ —

Committee's Minute

6th September

1878

Character assigned

100

18

Character assigned *100 A Iron Dk*
Lays Me
2 1/2 ft
566 to 170 ft

132 ft. { Fore tank 96 feet.
After tank 74 feet.

Outside paint

J. H. Truett

This vessel appears eligible
to be classed 100% as recom

1 St. 2 trig Bms.
Double Bottom 120 ft