

IRON SHIP.

22153

No. 4161 Survey held at Glasgow Date, First Survey 18 June Last Survey 23 November 1878

On the S.S. "FELICIA" (SCHOONER)

Master Julius Baker

TONNAGE under Tonnage Deck } 941.92 ~~ONE OR TWO DECKED, THREE DECKED VESSEL.~~

Built at Glasgow

Ditto of Third, Spar, or Awaiting Deck. } 5.00

~~SEAR, OR Awaiting DECKED VESSEL.~~

When built 1878 Launched 14 December

Ditto of ~~Prop.~~ Raised Qr. Dk. } 119.00

HALF BREADTH (moulded)... 15.41

By whom built A. Stephen Sons.

Ditto of Houses on Deck } 32.63

DEPTH from upper part of Keel to top of Upper Deck Beams 19.7

Owners A. Coda Freitas & Co. Hamburg

Ditto of Forecastle } 26.58

GIRTH of Half Midship Frame (as per Rule) 32

Port belonging to Hamburg

Gross Tonnage 1125.11

1st NUMBER 57.11

Destined Voyage Hamburg

Less Crew Space

LENGTH 235

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

Less Engine Room 217.61

2nd NUMBER 15.770

Register Tonnage 907.50

PROPORTIONS—Breadths to Length

Less out on Beam

Depths to Length—Upper Deck to Keel

LENGTH on deck as per Rule 235 BREADTH Moulded... 30.02 DEPTH top of Floors to Upper Deck Beams 18.0 Power of Engines 110 No. of Decks with flat laid one No. of Tiers of Beams five

Dimensions of Ship per Register, length, 236.1 breadth, 31.0 depth, 17.8

	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.
depth and thickness	$8\frac{1}{2} \times 2\frac{1}{2}$	$8\frac{1}{2} \times 2\frac{1}{2}$	FLAT KEEL Plate, breadth and thickness	$35 \times \frac{1}{16}$	$34 \times \frac{1}{16}$
" moulding and thickness	$8 \times 2\frac{1}{2}$	$8 \times 2\frac{1}{2}$	PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied <u>Half length</u>	$9-10\frac{1}{16}$	$9-10\frac{1}{16}$
STERN-POST for Rudder do. do.	8×5	38×5	" fm up. part of Bilge to lr. edge of Sh'rstrake.	$9-10\frac{1}{16}$	$9-10\frac{1}{16}$
" for Propeller	$8\frac{1}{2} \times 5$	38×5	" Main Sheerstrake, breadth and thickness of d'bling at Sh'rstrake, & length applied <u>from Mid. to Upper or Spar Dk. Sh'rstrake.</u>	$37 \times 13\frac{1}{16}$	$36 \times 13\frac{1}{16}$
o' Frames from moulding edge to edge, all fore and aft	<u>23</u>	<u>23</u> (Class <u>100 A.</u>)	" <u>Upper Spar Dk. Sh'rstrake, breadth & thickness</u>	$24\frac{1}{2} \times 28 \times 9\frac{1}{16}$	$24\frac{1}{2} \times 28 \times 9\frac{1}{16}$
FRAMES, Angle Iron, for $\frac{3}{4}$ length amidships	$4 \times 3 \times \frac{7}{16}$	$4 \times 3 \times \frac{7}{16}$	Butt Straps to outside plating, breadth & thickness	$9\frac{1}{4} \times 18\frac{1}{4} \times 9\frac{1}{16}$	$9\frac{1}{4} \times 18\frac{1}{4} \times 9\frac{1}{16}$
Do. for $\frac{1}{2}$ at each end	$4 \times 3 \times \frac{7}{16}$	$4 \times 3 \times \frac{7}{16}$	Lengths of Plating	<u>6 spaces</u>	<u>5 spaces</u>
REVE ED FRAMES, Angle Iron	$3 \times 3 \times \frac{7}{16}$	$3 \times 3 \times \frac{7}{16}$	Shifts of Plating, and Stringers	<u>25 3 spaces</u>	<u>2 spaces</u>
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	$20\frac{1}{2} \times 8\frac{1}{16}$	$20\frac{1}{2} \times 8\frac{1}{16}$	Gunwale Plate on ends of <u>Awaiting, Spar, or</u>	$50\frac{1}{2} \times 9\frac{1}{16}$	$50 \times 9\frac{1}{16}$
" thickness at the ends of vessel	$7\frac{1}{16}$	$7\frac{1}{16}$	Upper Deck Beams, breadth and thickness	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$
" depth at $\frac{3}{4}$ the half-bdth. as per Rule	<u>AS PER SECTION</u>	<u>THICE DEPTH.</u>	Angle Iron on ditto	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$
" height extended at the Bilges	<u>7\frac{1}{2} \times 7\frac{1}{16}</u>	$7\frac{1}{2} \times 7\frac{1}{16}$	Tie Plates fore and aft, outside Hatchways	$25 \times 12 \times 9\frac{1}{16}$	$12 \times 9\frac{1}{16}$
BEAMS, Upper, Spar or Awaiting Deck	$7\frac{1}{2} \times 7\frac{1}{16}$	$7\frac{1}{2} \times 7\frac{1}{16}$	Diagonal Tie Plates on Beams, No. of pairs	<u>3</u>	<u>3</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$3 \times 3 \times \frac{7}{16}$	$3 \times 3 \times \frac{7}{16}$	Planksheer material and scantling	<u>3 gutter plank</u>	<u>3 gutter plank</u>
Single or double Angle Iron on Upper edge	$4 \times 3 \times \frac{7}{16}$	$4 \times 3 \times \frac{7}{16}$	Waterways do. do.	$4 \times 3 \times \frac{7}{16}$	$4 \times 3 \times \frac{7}{16}$
Average space	<u>46 in.</u>	<u>46 in.</u>	Flat of Upper Deck do. do.	<u>4 3/4 in.</u>	<u>4 3/4 in.</u>
BEAMS, Main, or Middle Deck	$8\frac{1}{2} \times 8\frac{1}{16}$	$8\frac{1}{2} \times 8\frac{1}{16}$	How fastened to Beams	<u>30 x 8/16</u>	<u>30 x 8/16</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$4 \times 3 \times \frac{7}{16}$	$4 \times 3 \times \frac{7}{16}$	Stringer Plate on ends of Main or Middle Deck	$30 \times 8\frac{1}{16}$	$30 \times 8\frac{1}{16}$
Double Angle Iron, on Upper Edge	$10 \times 8\frac{1}{16}$	$10 \times 8\frac{1}{16}$	Beams, breadth and thickness	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
Space	<u>10 ft frame</u>	<u>10 ft frame</u>	Angle Irons on ditto, No. <u>3</u>	$4 \times 4 \times 8\frac{1}{16}$	$4 \times 4 \times 8\frac{1}{16}$
BEAMS, Lower Deck, Hold or Orlop	$7\frac{1}{2} \times 7\frac{1}{16}$	$7\frac{1}{2} \times 7\frac{1}{16}$	Tie Plates outside Hatchways	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Diagonal Tie Plates on Beams, No. of pairs	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
Single or double Angle Iron on Upper Edge	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Waterways materials and scantlings	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
Average space	<u>7 1/2 x 7/16</u>	<u>7 1/2 x 7/16</u>	Flat of Middle Deck do. do.	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
KEELSONS Centre line, single or double plate, beams, or intercostal plates	$16 \frac{1}{2} \times 12\frac{1}{16}$	$16 \times 12\frac{1}{16}$	How fastened to Beams	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Rider Plate	$11 \frac{1}{2} \times 12\frac{1}{16}$	$11 \frac{1}{2} \times 12\frac{1}{16}$	Stringer Plates on ends of Lower Deck, Hold or Orlop Beams	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Bulb Plate to Intercostal Keelson	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Angle Irons on ditto, No.	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Angle Irons	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Stringer or Tie Plates outside Hatchways	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Double Angle Iron Side Keelson	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Flat of Lower Deck	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Side Intercostal Plate	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Ceiling betwixt Decks, thickness and material	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" do. Angle Irons	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	" in hold do. do.	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" Attached to outside plating with angle iron	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Main piece of Rudder, diameter at head	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
LGE Angle Irons	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	do. at heel	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" do. Bulb Iron	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Can the Rudder be unshipped afloat?	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
" do. Intercostal plates riveted to plating for length	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	Bulkheads No. <u>5</u> Thickness of <u>5/16</u>	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
LGE STRINGER Angle Irons	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	" Height up <u>from upper bk. aftward to lower bk. plated on top.</u>	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
Intercostal plates riveted to plating for length	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	" How secured to sides of ship <u>Double frames</u>	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>
IDE STRINGER Angle Irons	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	$5 \times 3\frac{1}{2} \times 9\frac{1}{16}$	" Size of Vertical Angle Irons <u>3 x 3 x 7/16</u> and distance apart <u>30</u> ins.	<u>Is the Stringer Plate attached to the outside plating?</u>	<u>yes</u>

soms, material. Knight-heads. Hawse Timbers. E. J. Scott
Windlass Iron Tantal Pall Bitt

the FRAMES extend in one length from Keel to Gunwale Riveted through plates with $\frac{3}{4} \times \frac{7}{8}$ in. Rivets, about 6 apart.

the REVERSED ANGLE IRONS on floors and frames extend from middle line to above & bk. stringer 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 $\frac{13}{16}$ in. diameter, averaging $5\frac{1}{2}$ ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $5\frac{1}{4}$ ins. from centre to centre.
Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter averaging $5\frac{1}{4}$ ins. from centre to centre.
Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps $\frac{1}{16}$ thicker than the plates they connect.
Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $5\frac{1}{4}$ ins. from cr. to cr.
Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets $\frac{3}{4}$ in. diameter, averaging $5\frac{1}{4}$ ins. from cr. to cr.
Edges of Main Sheerstrake, double ~~single~~ riveted. Upper Sheerstrake double or single riveted.
Butts of Main Sheerstrake, treble riveted for Half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
Butts of Main Stringer Plate, treble riveted for Half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
Breadth of laps of plating in double riveting 4 1/2 x 5 1/4 Breadth of laps of plating in single riveting

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Double and single as per rule.

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

Beams of the various Decks, how secured to the sides? Beams riveted to frames No. of Breasthooks, 4 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angle Iron "Mossend"

Manufacturer's name or trade mark, Wales. "Jones Bros." "No. 1 Head Ray"

The above is a correct description.

Builder's Signature, Ally Stephen Sons Surveyor's Signature, James Andie

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

IRON 481-0236

This vessel appears slightly
to be classed as a commender
100 Δ 1.