

# IRON SHIP.

22753

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

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

Master Julius Bator

TONNAGE under } 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 Feet.

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. Code 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 ... .. 87.11

Destined Voyage Hamburg.

Less Crew Space

~~LENGTH~~ ... .. 235.

If Surveyed while Building, Afloat, or in Dry Dock. under special survey.

Less Engine Room 217.61

2nd NUMBER ... .. 15.770.

Register Tonnage 907.50

PROPORTIONS—Breathths to Length ... .. 7.19

Less Engine Room 217.61

Depths to Length—Upper Deck to Keel ... .. 11.19

Register Tonnage 907.50

Main Deck to Keel ... .. 11.19

LENGTH on deck as per Rule ... 235 Feet. Inches. BREADTH—Moulded... 30 Feet. Inches. DEPTH top of Floors to Upper Deck Beams ... 18 Feet. Inches. Power of Engines ... 110 Horse. No. of Decks with flat laid one No. of Tiers of Beams 500

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 ... ..	<u>8 1/2 x 2 1/2</u>	<u>8 1/2 x 2 1/2</u>	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>	<u>35 x 1/16</u>	<u>34 x 1/16</u>
... ..	<u>8 x 2 1/2</u>	<u>8 x 2 1/2</u>	... ..	<u>9-10/16</u>	<u>9-10/16</u>
... ..	<u>8 x 5</u>	<u>3 8 x 5</u>	... ..	<u>10/16</u>	<u>10/16</u>
... ..	<u>23</u>	<u>23</u>	... ..	<u>9-10/16</u>	<u>9-10/16</u>
... ..	<u>4 3 7/16</u>	<u>4 3 7/16</u>	... ..	<u>37 x 13/16</u>	<u>36 x 13/16</u>
... ..	<u>4 3 7/16</u>	<u>4 3 7/16</u>	... ..	<u>24 1/2 x 28 x 9/16</u>	<u>24 1/2 x 28 x 9/16</u>
... ..	<u>3 3 7/16</u>	<u>3 3 7/16</u>	... ..	<u>9 1/4 x 13 1/4 x 9-13/16</u>	<u>9 1/4 x 13 1/4 x 9-13/16</u>
... ..	<u>20 1/2 x 8 1/16</u>	<u>20 1/2 x 8 1/16</u>	... ..	<u>6 spaces</u>	<u>5 spaces</u>
... ..	<u>7/16</u>	<u>7/16</u>	... ..	<u>25 3 spaces</u>	<u>2 spaces</u>
... ..	<u>AS PER SECTION</u>	<u>THICE DEPTH</u>	... ..	<u>50 1/2 x 9/16</u>	<u>50 x 9/16</u>
... ..	<u>7 1/2 x 7/16</u>	<u>7 1/2 x 7/16</u>	... ..	<u>5 x 3 1/2 x 9/16</u>	<u>5 x 3 1/2 x 9/16</u>
... ..	<u>3 3 7/16</u>	<u>3 3 7/16</u>	... ..	<u>25 1/2 x 12 x 9/16</u>	<u>12 x 9/16</u>
... ..	<u>46</u>	<u>46</u>	... ..	<u>30 x 8/16</u>	<u>30 x 8/16</u>
... ..	<u>8 1/2 x 8 1/16</u>	<u>8 1/2 x 8 1/16</u>	... ..	<u>4 1/2 x 4 1/2</u>	<u>4</u>
... ..	<u>4 3 7/16</u>	<u>4 3 7/16</u>	... ..	<u>30 x 8/16</u>	<u>30 x 8/16</u>
... ..	<u>10 1/2 x 8 1/16</u>	<u>10 1/2 x 8 1/16</u>	... ..	<u>4 x 4 x 8/16</u>	<u>4 x 4 x 8/16</u>
... ..	<u>8 1/2 x 7/16</u>	<u>8 1/2 x 7/16</u>	... ..	<u>4 x 4 x 8/16</u>	<u>4 x 4 x 8/16</u>
... ..	<u>16 1/2 x 12/16</u>	<u>16 x 12/16</u>	... ..	<u>2 1/2 x 7/8</u>	<u>2 1/2</u>
... ..	<u>11 1/2 x 12/16</u>	<u>11 1/2 x 12/16</u>	... ..	<u>53/4</u>	<u>3 3/4</u>
... ..	<u>5 x 3 1/2 x 9/16</u>	<u>5 x 3 1/2 x 9/16</u>	... ..	<u>3</u>	<u>3</u>
... ..	<u>5 x 3 1/2 x 9/16</u>	<u>5 x 3 1/2 x 9/16</u>	... ..	<u>6/16</u>	<u>6/16</u>
... ..	<u>5 x 3 1/2 x 9/16</u>	<u>5 x 3 1/2 x 9/16</u>	... ..	<u>3</u>	<u>3</u>
... ..	<u>7 1/2 x 7/16</u>	<u>7 1/2 x 7/16</u>	... ..	<u>3</u>	<u>3</u>
... ..	<u>5 x 3 1/2 x 9/16</u>	<u>5 x 3 1/2 x 9/16</u>	... ..	<u>3</u>	<u>3</u>

FRAMES extend in one length from Keel to Gunnale Riveted through plates with 3/4 7/8 in. Rivets, about 6 apart.

REVERSED ANGLE IRONS on floors and frames extend from middle line to above & below stringer and to Gunnale 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 13/16 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 3/4 in. diameter, averaging 3/4 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3/4 ins. from centre to centre.

Butts of Three Strakes at Bilge for Half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from bilge to Main Sheerstrake, worked clencher, double ~~single~~ riveted; with rivets 3/4 in. diameter, averaging 3/4 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3/4 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 4 1/2 x 5 1/4

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? Beam knees 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 "Crossed"

Manufacturer's name or trade mark, Plates "Jones Bros." "Sax Head Reg."

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

**Workmanship.** Are the butts of plating planed or otherwise fitted? *Planed & shee*  
 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? *Very few and in butts only*

Masts, Bowsprit, Yards, &c., are *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 *(all spars wood)*

*22153 Ironship*

N <sup>o</sup> .	SAILS.	CABLES, &c.	Fathoms.	Inches.	Test per Certificate.	Length & Size req'd per Rule.	Test req'd per Rule.	ANCHORS.					
								N <sup>o</sup> .	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.	
	Fore Sails,	Chain	270	19 1/16	43 18/20	270 19 1/16	43 9/16	Bowers					
	Fore Top Sails,	Breaking Strain				61 1/2	27 1/2	3	24.0.10	23 1/2	23 1/2	23 1/2	23 1/2
	Fore Topmast Stay Sails	Retherston J.H. 17.10.06				78. 8 1/2	18		23.3.0	23 1/2	23 1/2	23 1/2	23 1/2
	Main Sails,	75	1	18	75.1	18			20.3.1	21 1/2	19.3.25	20 1/2	20 1/2
	Main Top Sails,	Hawser ...	190	10 1/2	—	90.10 1/2	—		8.0.6	10 1/4	8.0.0	10 1/2	10 1/2
	and	Towlines ...	90	6 3/4	—	90.9 1/2	—		4.0.17	6 1/2	4.0.0	6 1/2	6 1/2
		Warp ...	90	5	—	90.6	—		1.3.0	4 1/2	2.0.8	4 1/2	4 1/2

Standing and Running Rigging *More Sheep* sufficient in size and *good* in quality. She has *one* Long Boat and *no* others.  
 The Windlass is *Iron Patent*. Capstan *—* and Rudder *good*. Pumps *two Copper chamber 5 in dia*

Engine Room Skylights.—How constructed? *Iron casing to Bridge Deck* How secured in ordinary weather? *Boeked down*  
 What arrangements for deadlights in bad weather? *Thick glass and wire gratings*

Coal Bunker Openings.—How constructed? *Iron casing* How are lids secured? *Beetled down* Height above deck? *15 in*  
 Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Two large ports on each side*

Cargo Hatchways.—How formed? *Iron casing*  
 State size Main Hatch *19.6 x 9.0* Forehatch *15.6 x 9.0* Quarterhatch *19.6 x 9.0*

If of extraordinary size, state how framed and secured? *Framed with  $\frac{3}{4}$  in plates - increased seas and plates at ends.*  
 What arrangement for shifting beams? *Deep web plates to main & quarter hatches - 3 in web divided by 3 in plates*

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

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st.	2nd.	3rd.	4th.	5th.	
13549	July 23/78			231			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	1878. June 18. 21. 24. 27. July 1. 4. 9. 11. 25. 30. — August 2. 6. 9. 13. 16. 19. 22. 27. 29. September 3. 5. 9. 13. 17. 20. 24. 26. 30. October 3. 10. 14. 18. 22. 25. 29. 31. November 5. 7. 12. 16 and 23 — 1878.

**General Remarks** (State quality of workmanship, &c.) *For eleven depths - the sheerstrake increased 1/16 for 3/4 length and butt plate fitted to be gale keelsons for 1/2 length. The bilge strake increased 1/16 for 1/2 length. Raised quarter deck 111.6 x 3.9 - sheerstrake doubled for 24 feet. by plates 28 x 9/16. Main stringer extends seven spaces abaft, and 21. Stringer four spaces before breast. Is fitted with Water ballast tanks in fore and after holds as per approved plan and section attached to Glasgow Report No 4622. (S.S. Augustus) - these tanks tested with a head of water equal to load line on 5 and 12 November 78 with satisfactory results. Has been constructed in accordance with approved midship section and longitudinal plan herewith. Is well built and worthy in my opinion of the class recommended below.*

State if ~~one~~, two, or three decked vessel, or if spar or running decked; and the lengths of ~~fore~~ forecastle, or raised quarter deck, and the length of ~~double~~ or part double bottom. *29' 0" x 111.6 x 3.9*

How are the surfaces preserved from oxidation? Inside *Cement in bottom - Paint above* Outside *Paint*

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

The amount of the Entry Fee ... £ 5 : : : is received by me, *James Rendie*  
 Special ... £ 53 : 2 : 6 Nov 1878  
 Certificate ... *Gratis*

Committee's Minute 26th November, 1878.

Character assigned *100 A.1*  
*2 Ins Byes*  
*206 bot 07 75*

