

IRON SHIP.

No. 4116 Survey held at Stockton

Date, First Survey 25 June 1878

Last Survey 27 Jan'y 1879

On the Steamer "Sovereign Monarch"

Master

Built at Stockton

When built 1878 Launched 10 Dec 78

By whom built Mr Pears & Co

Owners John Patton & Co

Port belonging to London

Destined Voyage

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

Special Survey

TONNAGE under Tonnage Deck 1558.53

ONE-OR TWO-DECKED, THREE DECKED VESSEL.

Disto of Third Spar, or Awning Deck.

SPAR-OR-AWNING-DECKED VESSEL.

Ditto of Poop, or Raised Or. Dk.

HALF BREADTH (moulded) 16.8

Ditto of Houses on Deck

DEPTH from upper part of Keel to top of Upper Deck Beams 25.11

Ditto of Forecastle

GIRTH of Half Midship Frame (as per Rule) 0.0

Gross Tonnage 1840.08

1st NUMBER 0.7

Less Crew Space 79.50

1st NUMBER, if a THREE-DECKED VESSEL

Less Engine Room 588.82

LENGTH 270.16

Register Tonnage 1171.94

2nd NUMBER 19757

PROPORTIONS—Breadths to Length

Depths to Length—Upper Deck to Keel

Main Deck ditto

LENGTH on deck as per Rule 258 6

BREADTH—Moulded 33 3/2

DEPTH top of Floors to Upper Deck Beams 24 6

Power of Engines 160

Nº. of Decks with flat laid Two

Dimensions of Ship per Register, length, 270 breadth, 33.55 depth, 24

	Inches in Ship.	Inches per Rule.
KEEL, depth and thickness	9 1/2 x 2 1/2	9 1/2 x 2 1/2
STEM, moulding and thickness	9 x 2 1/2	9 x 2 1/2
STERN-POST for Rudder do. do.	9 x 5	9 x 5
" " for Propeller	9 x 5	9 x 5
Distance of Frames from moulding edge to moulding edge, all fore and aft	24	24
FRAMES, Angle Iron, for 3/4 length amidships	5 3 8	5 3 8
Do. for 1/2 at each end	5 3 7	5 3 7
REVERSED FRAMES, Angle Iron	3 3 7	3 3 7
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	23 x 9	23 x 9
" thickness at the ends of vessel	7	7
" depth at 3/4 the half-bdth. as per Rule	11 1/2	11 1/2
" height extended at the Bilges	46	46
BEAMS, Upper, Spar, or Awning Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	5 1/2 3 8	5 1/2 3 8
Single or double Angle Iron on Upper edge	24	24
Average space	24	24
BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	8 x 8	8 x 8
Single or double Angle Iron, on Upper Edge	3 3 6	3 3 6
Average space	48	48
BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron	9 1/2 x 9	9 1/2 x 9
Single or double Angle Iron on Upper Edge	4 3 1/2 8	4 3 1/2 8
Average space	48	48
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates	18 x 13	18 x 13
" Rider Plate	12 x 13	12 x 13
" Bulb Plate to Intercoastal Keelson	5 1/2 4 9	5 1/2 4 9
" Angle Irons	5 1/2 4 9	5 1/2 4 9
" Double Angle Iron Side Keelson	14 x 8	14 x 8
" Side Intercoastal Plate	5 1/2 4 9	5 1/2 4 9
" do. Angle Irons	5 1/2 4 9	5 1/2 4 9
" Attached to outside plating with angle iron	13 3 8	13 3 8
BILGE Angle Irons	5 1/2 4 9	5 1/2 4 9
" do. Bulb Iron	8 x 8	8 x 8
" do. Intercoastal plates riveted to plating for length	5 1/2 4 9	5 1/2 4 9
BILGE STRINGER Angle Irons	5 1/2 4 9	5 1/2 4 9
Intercoastal plates riveted to plating for 1/2 length	10 1/2 x 8	10 1/2 x 8
SIDE STRINGER Angle Irons	3 3 7	3 3 7

Transoms, material. Knight-heads. Hawse Timbers. Iron

Windlass Iron Pall Bitt Iron

The FRAMES extend in one length from Keel to Gunwale

The REVERSED ANGLE IRONS on floors and frames extend across middle line to top of Main Stringer Plate 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 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 4 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 4 ins. from centre to centre.

" Butts of 3 Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 9/16 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 4 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 4 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 1/2 length amidships.

" Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 1/2 length.

" Breadth of laps of plating in double riveting 5 1/4 Breadth of laps of plating in single riveting 5

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Angle iron properly shifted & strapped

Waterway, how secured to Beams none (Explain by Sketch, if necessary.)

Joins of the various Decks, how secured to the sides Welded No. of Breasthooks, Five Crutches, Two

What description of Iron is used for Frames, Beams, Keelsons, T Tie Plates, Outside Plating, &c.? Stockton Malleable Co.

Manufacturer's name or trade mark, Hartlepool Malleable Co. & Bowditch

The above is a correct description.

Builder's Signature M. PEARSE & CO

Surveyor's Signature, Mr Davidson

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

IRON 482-0333

Workmanship. Are the butts of plating planed or otherwise fitted? *Yes*
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? *Yes Several in Butts at Seam Working*

Masts, Bowsprit, Yards, &c., are *New* 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
For Mast Length 80'-10' formed with thin plates as per appended Plan Enclosed
Main Mast " 73' " " " " " " " " " "
Iron from Bowesfield and tested cold, same good

N ^o	SAILS.	CABLES, &c.	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.
	Fore Sails,	Chain	240	1 3/4	55 1/2	240-1 3/4	55 1/2	Bowers	3	30.0.0	29.3.3.0	30.0.0	28 1/2 20 Ton
	Fore Top Sails,				77 1/8		77 1/8			30.0.21	28.16.1.0	30.0.0	"
	Fore Topmast Stay Sails									26.2.7	26.1.3.14	25.1.0	25 1/2 "
	Main Sails,	Hmpn Strm Cbl	45	1 1/2	30.48.0.0	75-1 1/2	20 1/2						
	Main Top Sails,	Hawser...	90	9x8	20.6.0.0	90-11	20 1/2						
	and others as leg?	Towlines	90	12		90-11		Stream	1	9.2.21	11.15.2.14	9.2.0	11 1/2 "
		Warp	80	6		90-7		Kedges	2	4.3.7	7.3.3.0	4.3.0	7 1/2 "
		quality	80	3 1/2						2.2.14	5.2.2.0	2.2	5 1/2 "

Standing and Running Riggings *Wire Rope* sufficient in size and *good* in quality. She has *hooked* Long Boats and *2 others*
The Windlass is *Emerson & Hoellus* Capstan *Iron* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *Leak & Bulls Eyes* How secured in ordinary weather? *Stung*

What arrangements for deadlights in bad weather? *Iron slide rods & screws Tarpaning 1"*

Coal Bunker Openings.—How constructed? *Iron* How are lids secured? *Hatch Bars* Height above deck? *2 feet*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *4 large ports on each side Misting*

Cargo Hatchways.—How formed? *Iron rounded Corners*

State size Main Hatch *24' x 12'* Forehatch *12' x 7'-6"* Quarterhatch *20' x 10'*

If of extraordinary size, state how framed and secured? *Main Hatchway two deep lock plates and then fore*

What arrangement for shifting beams? *2 afters after Hatchway deep lock plate & 3 fore afters fore Hatch one fore afters*

Hatches, If strong and efficient? *Yes Solid 3" to 2 1/2" at ends*

Order for Special Survey No. <i>702</i>	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	Special Survey
Date <i>27th June 1878</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No.		3rd. When the beams were in and fastened, and before the decks were laid	
Date		4th. When the ship was complete, and before the plating was finally coated or cemented	
No. <i>166</i> in builder's yard.		5th. After the ship was launched and equipped	
			<i>First Survey 25th June 1878</i>
			<i>Last Survey 27th Jan'y 1879</i>

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

Is finished in accordance with the plans submitted and now returned. The water ballast tanks tested to the load line double stanchions fitted from Ballast tanks to upper deck and where required in the Engine space

M. PEARSE & CO
Surveyors

State if *one, two, or three* decked vessel, or *if open, orawning* decked; and the lengths of poop, forecastle, *36 ft* raised quarter deck, and the length of *44 ft* deck, or part double bottom.

How are the surfaces preserved from oxidation? Inside *With Cement and Paint* Outside *With Paint*

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

The amount of the Entry Fee *£ 5* is received by me, *170*

Specimens 42 Special *£ 69* is received by me, *24th Jan'y 1879*

Certificate ...

(Travelling Expenses, if any, £)

Committee's Minute *31 st January, 1879*

Character assigned *100 A 1*

Lloyd Mc

all over Iron Deck

Double Bottom 188 ft

30/1/79