

## IRON SHIP.

Survey held at *Liverpool*

Steel Steamer

Date, First Survey *Dec 26<sup>th</sup> 1878* Last Survey *May 28<sup>th</sup> 1879*the SS. *Whimbrell*Master *Geo. Booth*

NAGE under Hatchway Deck	501.51	ONE, OR TWO DECKED, THREE DECKED VESSEL.
of Third Spar, Hatchway Deck		SPAR OR AWNING DECKED VESSEL.
of Qr. Dk.	91.97	HALF BREADTH (moulded) ... .. 14.0
Houses	22.44	DEPTH from upper part of Keel to top of Upper Deck Beams ... .. 15.21
in Deck	2.72	GIRTH of Half Midship Frame (as per Rule) ... .. 26.75
Forecastle	27.21	1st NUMBER ... .. 55.96
Tonnage	648.78	1st NUMBER, if a THREE-DECKED VESSEL
on Space	29.92	[deduct 7 feet]
Engine Room	618.86	LENGTH ... .. 178.5
Register Tonnage	207.61	2nd NUMBER ... .. 9988
as out on Beam	411.25	PROPORTIONS—Breadths to Length ... .. 6.3
		Depths to Length—Upper Deck to Keel ... ..
		Main Deck ditto ... .. 11.7

Built at *Liverpool*When built *1879* Launched *23<sup>rd</sup> Apl.*By whom built *T. H. Potter & Son*Owners *Cork Steam Ship Co. (Lim.)*Port belonging to *Cork*Destined Voyage *Ghent*

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	178	6	Moulded	28	0	top of Floors to Upper Deck Beams	13	10	98	98	One	One
Do. do. Main Deck Beams												
Dimensions of Ship per Register, length, 180 breadth, 28.1 depth, 13.95												
KEEL, depth and thickness						Inches in Ship.						
STEM, moulding and thickness						Inches per Rule.						
STERN-POST for Rudder do. do.												
for Propeller												
Distance of Frames from moulding edge to moulding edge, all fore and aft												
FRAMES, Angle						Inches in Ship.						
Do. for 1/2 at each end						Inches per Rule.						
REVERSED FRAMES, Angle Iron												
FLOORS, depth and thickness of Floor Plate												
at mid line for half length amidships												
thickness at the ends of vessel												
depth at 3/4 the half-bdth. as per Rule												
height extended at the Bilges												
BEAMS, Upper, Spar, or Awning Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper edge												
Average space												
BEAMS, Main, or Lower Deck												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
BEAMS, Lower Deck, Hold, or Outboard												
Single or double Angle Iron, Plate or Tee Bulb Iron												
Single or double Angle Iron on Upper Edge												
Average space												
KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates												
Rider Plate												
Bulb Plate to Intercoastal Keelson												
Angle Iron												
Double Angle Iron Side Keelson												
Side Intercoastal Plate												
do. Angle Irons												
Attached to outside plating with angle iron												
Large Angle Irons												
do. Bulb												
do. Intercoastal plates riveted to plating for length												
BILGE STRINGER Angle Irons												
Intercoastal plates riveted to plating for length												
SIDE STRINGER Angle Irons												
do. Plate												
Transoms, material. Knight-heads. Hawse Timbers.												
Windlass												

Flat Keel Plates, breadth and thickness	32	20	32	20
PLATES in Garboard Strakes, breadth and thickness from Garboard to upper part of Bilges of doubling at Bilge, or increased thickness, and length applied	15	15	15	15
from up. part of Bilge to Ir. edge of Sheerstrake	13	11	13	11
Main Sheerstrake, breadth and thickness of doubling at Sheerstrake, & length applied from Main to Upper Spar Deck Sheerstrake	33	18	33	18
Up. or Spar Deck Sheerstrake, breadth & thickness	10	10	10	10
Butt Straps to outside plating, breadth & thickness	8	14	22	11
Lengths of Plating	15	11	15	11
Shifts of Plating, and Stringers	15	11	15	11
Gunwale Plate on ends of Awning, Spar, or Upper Deck Beams, breadth and thickness	26	11	26	11
Angle Iron on ditto	4	3	10	4
Tie Plates fore and aft, outside Hatchways	10	10	10	10
Diagonal Tie Plates on Beams No. of Pairs	10	10	10	10
Plank sheer material and scantling	10	10	10	10
Waterways	10	10	10	10
Flat of Upper Deck do. do.	10	10	10	10
How fastened to Beams	10	10	10	10
Stringer Plate on ends of Main or Middle Deck Beams, breadth and thickness	10	10	10	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Irons on ditto, No.	10	10	10	10
Tie Plates, outside Hatchways	10	10	10	10
Diagonal Tie Plates on Beams, No. of pairs	10	10	10	10
Waterways materials and scantlings	10	10	10	10
Flat of Middle Deck do. do.	10	10	10	10
How fastened to Beams	10	10	10	10
Stringer Plates on ends of Lower Deck, Hold, or Outboard Beams	10	10	10	10
Is the Stringer Plate attached to the outside plating?	Yes			
Angle Iron on ditto, No.	10	10	10	10
Stringer or Tie Plates, outside Hatchways	10	10	10	10
Flat of Lower Deck	10	10	10	10
Ceiling betwixt Decks, thickness and material	10	10	10	10
in hold do. do.	10	10	10	10
Main piece of Rudder, diameter at head	4	3	10	4
do. at heel	2	7	2	7
Can the Rudder be unshipped afloat?	Yes			
Bulkheads No.	4			
Thickness of	3			
Height up to deck after one to hold beam line & plating	10			
How secured to sides of ship	10			
Size of Vertical Angle	10			
Are the outside Plates doubled two spaces of Frames in length?	Yes			

FRAMES extend in one length from	Keel	to	gunwale	Riveted through plates with	70	in. Rivets, about	4	apart.
REVERSED ANGLE IRONS on floors and frames extend	across	middle line to	upper bilge straps	and to	gunwale	alternately		
KEELSONS. Are the various lengths of Plates and Angle	properly	connected?	Yes					
PLATING. Garboard, double riveted to Keel with rivets	70	in. diameter, averaging	3	ins. from centre to centre.				
Edges of	to upper part of Bilge, worked	clencher, double riveted; with rivets	2	in. diameter, averaging	3	ins. from centre to centre.		
Butts from Keel to turn of Bilge, worked	carvel, double riveted; with rivets	2	in. diameter averaging	3	ins. from centre to centre.			
Butts of	Strakes at Bilge for	1/2	length, treble riveted with Butt Straps	76	thicker than the plates they connect.			
Edges from bilge to Main Sheerstrake, worked	clencher, double	single riveted; with rivets	5	in. diameter, averaging	2	ins. from cr. to cr.		
Butts from Bilge to Main Sheerstrake, worked	carvel, double riveted; with rivets	5	in. diameter, averaging	2	ins. from cr. to cr.			
Edges of Main Sheerstrake, double	single riveted.							
Butts of Main Sheerstrake, treble riveted for	1/2	length amidships.						
Butts of Main Stringer Plate, treble riveted for	1/2	length amidships.						
Breadth of laps of plating in double riveting	4	ins.						
Breadth of laps of plating in single riveting	4	ins.						

Butt Straps of Keelsons, Stringer and Tie Plates, treble	double	Riveted?	
Waterway, how secured to Beams	Riveted	(Explain by Sketch, if necessary.)	
Transoms of the various Decks, how secured to the sides?	Knee plates riveted to frames	No. of Breasthooks	4
Crutches			
That description of	is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.?		
Manufacturer's name or trade mark,	Plates stamped as required by Circular No 392		
The above is a correct description			
Signature,			
Surveyor's Signature			

IRON 485-0173

Lloyd's Register  
Foundation



