

IRON SHIP. 23826

No. 12131 Survey held at Middlesboro Date, First Survey 3rd March Last Survey 29th May 1899

On the Steamer "Pelocin" Master John Brown

TONNAGE under Tonnage Deck 192.5 ONE, OR TWO DECKED, THREE DECKED VESSEL. Built at Middlesboro

HALF BREADTH (moulded) 10.8 SPAR, OR AWNING DECKED VESSEL. When built 1899 Launched 1st May 1899

DEPTH from upper part of Keel to top of Upper Deck Beams 11.8 GIRTH of Half Midship Frame (as per Rule) 18.4 By whom built Raylton Dixon & Co.

1st NUMBER 10.6 Owners John Brown

1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet] 198 Port belonging to Grimsby

LENGTH 115.10 **2nd NUMBER** 5196.8 Destined Voyage Grimsby

PROPORTIONS—Breadths to Length 6.1 **Depths to Length**—Upper Deck to Keel 10.8 **Main Deck ditto** 10.8

Gross Tonnage 192.5 **Less Crew Space** 16.80 **Less Engine Room** 19.25 **Register Tonnage as cut on Beam** 102.45

PLANS

LENGTH on deck as per Rule	Feet. <u>115</u> Inches. <u>10</u>	BREADTH Moulded	Feet. <u>10</u> Inches. <u>8</u>	DEPTH top of Floors to Upper Deck Beams	Feet. <u>11</u> Inches. <u>8</u>	Power of Engines	Horse. <u>50</u>	N° of Decks with flat laid	<u>one</u>
				Do. do. Main Deck Beams				N° of Tiers of Beams	<u>one</u>

Dimensions of Ship per Register, length, 115.10 breadth, 10.8 depth, 11.8

	Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
	In Ship.	16ths In Ship.	Inches per Rule.	16ths per Rule.	In Ship.	16ths In Ship.	Inches per Rule.	16ths per Rule.
KEEL , depth and thickness	<u>6 3/4</u>	<u>12</u>	<u>6 3/4</u>	<u>12</u>				
STEM , moulding and thickness	<u>6</u>	<u>12</u>	<u>6</u>	<u>12</u>				
STERN POST for Rudder do. do.	<u>5 1/2</u>	<u>11</u>	<u>5 1/2</u>	<u>11</u>				
" " for Propeller	<u>5 1/2</u>	<u>11</u>	<u>5 1/2</u>	<u>11</u>				
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>20</u>		<u>20</u>					
FRAMES , Angle Iron, for 2/3 length amidships	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
Do. for 1/3 at each end	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
REVERSED FRAMES , Angle Iron	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>5</u>				
FLOORS , depth and thickness of Floor Plate at mid line for half length amidships	<u>1 1/2</u>	<u>3</u>	<u>1 1/2</u>	<u>3</u>				
" thickness at the ends of vessel	<u>1 1/2</u>	<u>3</u>	<u>1 1/2</u>	<u>3</u>				
" depth at 2/3 the half-bdth. as per Rule	<u>1 1/2</u>	<u>3</u>	<u>1 1/2</u>	<u>3</u>				
" height extended at the Bilges	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>5</u>				
BEAMS, Upper, Spar, or Awning Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>5 1/2</u>	<u>11</u>	<u>5 1/2</u>	<u>11</u>				
Single or double Angle Iron on Upper edge	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>				
Average space	<u>40</u>		<u>40</u>					
BEAMS, Main, or Middle Deck Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>				
Single, or double Angle Iron, on Upper Edge	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>				
Average space	<u>40</u>		<u>40</u>					
BEAMS, Lower Deck, Hold, or Orlop Single or double Ang. Iron, Plate or Tee Bulb Iron	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>				
Single or double Angle Iron on Upper Edge	<u>4</u>	<u>8</u>	<u>4</u>	<u>8</u>				
Average space	<u>40</u>		<u>40</u>					
KEELSONS Centre line, single or double plate, box, or intercostal, Plates	<u>8 1/2</u>	<u>17</u>	<u>8 1/2</u>	<u>17</u>				
" Rider Plate	<u>6 1/2</u>	<u>13</u>	<u>6 1/2</u>	<u>13</u>				
" Bulb Plate to Intercostal Keelson	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" Angle Irons	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" Double Angle Iron Side Keelson	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" Side Intercostal Plate	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" do. Angle Irons	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" Attached to outside plating with angle iron	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
BILGE Angle Irons	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" do. Bulb Iron	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
" do. Intercostal plates riveted to plating for length	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
BILGE STRINGER Angle Irons	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
Intercostal plates riveted to plating for length	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
SIDE STRINGER Angle Irons	<u>3</u>	<u>6</u>	<u>3</u>	<u>6</u>				
Transoms, material. Knight-heads. Hawse Timbers.	<u>Plating and Angles</u>							
Windlass	<u>Patent</u>							
Pull-Bitt	<u>Patent</u>							

The **FRAMES** extend in one length from Keel to gunwale Riveted through plates with 3/4 in. Rivets, about 6 1/2 apart.

The **REVERSED ANGLE IRONS** on floors and frames extend across middle line to upper part of bilge 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 1/2 in. diameter, averaging 5 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 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 3/4 ins. from centre to centre.

" **Butts of one** Strakes at Bilge for one-half length, treble riveted with Butt Straps 1/2 thicker than the plates they connect.

" **Edges from bilge to Main Sheerstrake**, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 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 3/4 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 length amidships. Butts of Upper or Spar Sheerstrake, double riveted length amidships.

" **Butts of Main Stringer Plate**, treble riveted for length amidships. **Butts of Upper or Spar Stringer Plate**, double riveted for length amidships.

" Breadth of laps of plating in double riveting 1 1/2 Breadth of laps of plating in single riveting 2 1/2

Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? treble

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

Beams of the various Decks, how secured to the sides? Bracket No. of Breasthooks, two Crutches, two

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

Manufacturer's name or trade mark, Raylton Dixon & Co. and W & A Marshall

The above is a correct description. Builder's Signature, Raylton Dixon & Co. Surveyor's Signature, Robinson Surveyor to Lloyd's Register of British and Foreign Shipping.



Workmanship. Are the butts of plating planed or otherwise fitted? *Planed*

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? *With solid pieces*

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? *Some in Butts*

23826 Iron

Masts, Bowsprit, Yards, &c., are *Sketch Shown* 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 *Lower Mast 58' 9" x 12" Main Mast (pole) 56' x 12"*

NUMBER 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.
SAILS.	CABLES, &c. Chain	135 1/2	1 3/16	14 x 16 x 0.0	135 - 1 3/16	14 3/16	Bowers	2	5 x 4 x 0.18	11.3.11	5.0.0	1.4.0.0
	Fore Sails,			11.1.2.0		11 1/8						
	Fore Top Sails,											
	Fore Topmast Stay Sails											
	Main Sails,											
	Main Top Sails,											
	Warp											
CABLES, &c. Chain							Stream	1	1 x 2 x 0.6	11.2.1	1.2.0	3.18.0.0
CABLES, &c. Chain							Kedges	1	1 x 0 x 0		1.0.0	

Standing and Running Rigging *Bohr & Comp* sufficient in size and *good* in quality. She has *one* Long Boat and *Jolly Boat*

The Windlass is *good* Capstan *Wench* and Rudder *good* Pumps *good*

Engine Room Skylights.—How constructed? *6" iron casing & fine skylight* How secured in ordinary weather? *Bull eyes*

What arrangements for deadlights in bad weather? *Bull eyes*

Coal Bunker Openings.—How constructed? *Iron casing* How are lids secured? *Bars* Height above deck? *12 1/2 inches*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Big scuppers and three ports on each side*

Cargo Hatchways.—How formed? *6" iron casing*

State size Main Hatch *8' 9" x 11'* Forehatch *11' 10" x 11'* Quarterhatch *6' 8" x 11'*

If of extraordinary size, state how framed and secured? *Yes*

What arrangement for shifting beams? *Fore and after*

Hatches, If strong and efficient? *Yes*

Order for Special Survey No. *121*

Date *24th March 1879*

Order for Ordinary Survey No. *101*

Date *24th March 1879*

No. *101* in builder's yard.

- 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
 - 2nd. On the plating during the process of riveting
 - 3rd. When the beams were in and fastened, and before the decks were laid...
 - 4th. When the ship was complete, and before the plating was finally coated or cemented...
 - 5th. After the ship was launched and equipped

Under Special Survey
Period Survey 3rd March 1879
Last Survey 29 May 1879

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

RAYLTON DIXON & CO.
Robinson

State if one, two, or three decked vessel, or if spar, 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 and Paint* Outside *Paint*

I am of opinion this Vessel should be Classed *Good*

The amount of the Entry Fee ... £ 2 : 0 : 0 is received by me,

Special ... £ 8 : 15 : 0 *12th June 1879*

Certificate ... £ : : 0

(Travelling Expenses, if any, £ ...)

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

Committee's Minute 17th June, 1879.

Character assigned

Lloyd's Reg.

90A
2000
TRW



Lloyd's Register Foundation