

IRON SHIP. 23826

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

On the Steamer "Pelocin" Master Mr. Knorr

TONNAGE under Tonnage Deck <u>192.5</u>	ONE, OR TWO DECKED, THREE DECKED VESSEL.	Built at <u>Middlesboro</u>
Ditto of Third, Spar, or Aft Deck.	SPAR, OR AWNING DECKED VESSEL.	When built <u>1899</u> Launched <u>9th May 1899</u>
Ditto of Poop, or Raised Or. Dk.	HALF BREADTH (moulded) <u>10.5</u>	By whom built <u>Raylton Dixon & Co.</u>
Ditto of Houses on Deck	DEPTH from upper part of Keel to top of Upper Deck Beams <u>11.8</u>	Owners <u>Wm. Knorr</u>
Ditto of Forecastle	GIRTH of Half Midship Frame (as per Rule) <u>18.5</u>	Port belonging to <u>Wm. Knorr</u>
Gross Tonnage <u>192.5</u>	1st NUMBER <u>10.6</u>	Destined Voyage <u>Wm. Knorr</u>
Less Crew Space <u>16.80</u>	1st NUMBER, if a THREE DECKED VESSEL [deduct 7 feet]	Is Surveyed while Building, Afloat, or in Dry Dock. <u>Yes</u>
Less Engine Room <u>145.10</u>	LENGTH <u>128</u>	
Register Tonnage as cut on Beam <u>102.55</u>	2nd NUMBER <u>5196.8</u>	
	PROPORTIONS—Breadths to Length <u>6.1</u>	
	Depths to Length—Upper Deck to Keel <u>10.8</u>	
	Main Deck ditto <u>10.8</u>	

LENGTH on deck as per Rule <u>128</u>	BREADTH—Moulded <u>10.5</u>	DEPTH top of Floors to Upper Deck Beams <u>11.8</u>	Power of Engines <u>50</u>	Horse. <u>50</u>	No. of Decks with flat laid <u>one</u>	No. of Tiers of Beams <u>one</u>
Dimensions of Ship per Register, length, <u>128</u> breadth, <u>10.5</u> depth, <u>10.5</u>						
KEEL, depth and thickness <u>6 3/4 x 1 1/2</u>	STEM, moulding and thickness <u>6 x 1 1/2</u>	STERN POST for Rudder do. do. <u>6 x 1 1/2</u>	" " for Propeller <u>6 x 3</u>	Distance of Frames from moulding edge to moulding edge, all fore and aft <u>20</u>		
FRAMES, Angle Iron, for 3/4 length amidships Do. for 1/2 at each end <u>3 x 2 1/2</u>	REVERSED FRAMES, Angle Iron <u>3 x 2 1/2</u>	FLOORS, depth and thickness of Floor Plate at mid line for half length amidships <u>12 x 5.6</u>	" thickness at the ends of vessel <u>5</u>	" depth at 3/4 the half-bdth. as per Rule <u>6</u>	" height extended at the Bilges <u>24</u>	
BEAMS, Upper, Spar, or Aft Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>5 1/2 x 3</u>	BEAMS, Main, or Middle Deck Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>5 1/2 x 3</u>	BEAMS, Lower Deck, Hold, or Orlop Single or d'ble Ang. Iron, Plate or Tee Bulb Iron <u>5 1/2 x 3</u>	KEELSONS Centre line, single or double plate, box, or Intercoastal, Plates <u>8 1/2 x 1</u>	" Rider Plate <u>6 1/2 x 1</u>	" Bulb Plate to Intercoastal Keelson <u>3 x 3</u>	" Angle Irons <u>3 x 3</u>
" Double Angle Iron Side Keelson <u>3 x 3</u>	" Side Intercoastal Plate <u>3 x 3</u>	" do. Angle Irons <u>3 x 3</u>	" Attached to outside plating with angle iron	BILGE Angle Irons <u>3 x 3</u>	" do. Bulb Iron <u>3 x 3</u>	" do. Intercoastal plates riveted to plating for length
BILGE STRINGER Angle Irons <u>3 x 3</u>	Intercoastal plates riveted to plating for length	SIDE STRINGER Angle Irons <u>3 x 3</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 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 3/8 ins. from centre to centre.

" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 3 3/8 ins. from centre to centre.

" Butts of one Strakes at Bilge for one-half length, treble riveted with Butt Straps 1 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 3/8 ins. from cr. to cr.

" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 3 3/8 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?

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

Beams of the various Decks, how secured to the sides? Brackets and 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, Wm. Knorr

The above is a correct description.

Builder's Signature, RAYLTON DIXON & CO. Surveyor's Signature, Wm. Knorr

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

See Secretaries Letter dated 29th February and 8th March 1879

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? *None in Butts*

23826 *Iron*

Masts, Bowsprit, Yards, &c., are *Sketch Brie* 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.
N ^o .	SAILS.	CABLES, &c.					Bowers					
	Fore Sails,	Chain	135 1/2	13 1/16	14 3/16	14 3/16		2	5-0-18	11-3-11	5-0-0	1-1-0-0
	Fore Top Sails,	Elgds B'ring	135 1/2	13 1/16	14 3/16	14 3/16			5-0-18	11-3-11	5-0-0	1-1-0-0
	Fore Topmast Stay Sails	10th May 1849. D. B. Lewis. Suff.										
	Main Sails,	Elgds B'ring	135 1/2	13 1/16	14 3/16	14 3/16						
	Main Top Sails,	10th May 1849. D. B. Lewis. Suff.										
		Elgds B'ring	135 1/2	13 1/16	14 3/16	14 3/16						
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		Elgds B'										

Standing and Running Rigging *Wire & Hemp* sufficient in size and *good* in quality. She has *one* Long Boat and *four* Jolly Boats

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

Engine Room Skylights.—How constructed? *5/16" iron casing & fine skylight* How secured in ordinary weather? *Bulls eyes*

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

Coal Bunker Openings.—How constructed? *Iron bonnet* 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? *5/16" iron casings*

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. <i>134</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	<i>Under Special Survey</i>
Date <i>24th March 1879</i>		2nd. On the plating during the process of riveting	
Order for Ordinary Survey No. <i>135</i>		3rd. When the beams were in and fastened, and before the decks were laid...	
Date <i>✓</i>		4th. When the ship was complete, and before the plating was finally coated or cemented...	
No. <i>161</i> in builder's yard.		5th. After the ship was launched and equipped	

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, *1000*

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

Certificate ... : : : *1000*

(Travelling Expenses, if any, £ *✓*).

Committee's Minute 17th June, 1879.

Character assigned

Lloyd's Reg.

90A

TRW

Lloyd's Register Foundation