

IRON SHIP.

24640

2646 Survey held at Belfast Date, First Survey 6th March 1879 Last Survey 3rd October 1879

the S. S. British Crown (4 masts) Master P. L. L. L. Rec 6/11/70

UNAGE under } 2336.39
Tonnage Deck }
of Third, Spar, } 918.55
downing Deck. }
of Poop, or } 231.74
Head Qr. Deck }
of Houses }
on Deck }
to }
maste }
oss } 3486.68
mange }
s Crew Space } 125.67
 } 3361.01
Engine Room } 1115.74
ster Tonnage } 2245.24
s e }
Beam }

ONE, OR TWO DECKED, THREE DECKED VESSEL.
~~SPAR, OR AWNING DECKED VESSEL.~~

HALF BREADTH (moulded) 19.5 Feet.
DEPTH from upper part of Keel to top of Upper Deck Beams 31.33
GIRTH of Half Midship Frame (as per Rule) 46.30
1st NUMBER 90.13
1st NUMBER, if THREE-DECKED VESSEL
[deduct 7 feet.]
LENGTH 408.40
2nd NUMBER 36809
PROPORTIONS—Breadths to Length 10.4
Depths to Length—Upper Deck to Keel 13.0
Main Deck ditto 17.1

Built at Belfast
When built 1879 Launched 2nd August 79
By whom built Harland & Wolff
Owners British Ship Owners' Company
Port belonging to Liverpool
Destined Voyage
Surveyed while Building, Afloat, or in Dry Dock.

NGTH Feet. Inches. BREADTH— Feet. Inches. DEPTH top of Floors to Upper Feet. Inches. Power of Horse. N° of Decks with flat laid N° of Tiers of Beams

per Rule ... 408 4 1/2 Moulded... 39 0 Deck Beams ... 29 2 1/2 Engines ... 300 Three Three

Dimensions of Ship per Register, length, 410.3 breadth, 39.0 depth, 28.9

	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.	Inches in Ship.	Inches per Rule.
depth and thickness	<u>9 1/2 x 4</u>	<u>9 1/2 x 3 7/8</u>						
TEMP, moulding and thickness... ..	<u>9 1/2 x 4</u>	<u>9 1/2 x 3 7/8</u>						
TERN-POST for Rudder do. do.	<u>11 x 6 1/2</u>	<u>11 x 6 1/2</u>						
for Propeller	<u>9 1/2 x 7 1/2</u>	<u>11 x 6 1/2</u>						
Distance of Frames from moulding edge to moulding edge, all fore and aft	<u>24</u>	<u>24</u>						
AMES, Angle Iron, for 2/3 length amidships	<u>5 1/2 x 3 1/2</u>	<u>5 1/2 x 3 1/2</u>						
Do. for 1/3 at each end	<u>5 1/2 x 3 1/2</u>	<u>5 1/2 x 3 1/2</u>						
VERSED FRAMES, Angle Iron	<u>3 1/2 x 3 1/2</u>	<u>3 1/2 x 3 1/2</u>						
LOORS, depth and thickness of Floor Plate } at mid line for half length amidships	<u>26 x 10</u>	<u>25 1/2 x 10</u>						
thickness at the ends of vessel	<u>8 1/2</u>	<u>8 1/2</u>						
depth at 3/4 the half-bdth. as per Rule	<u>13</u>	<u>13</u>						
height extended at the Bilges... ..	<u>5 1/2</u>	<u>5 1/2</u>						
AMS, Upper, Spar, or Awning Deck } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }	<u>8 x 8</u>	<u>8 x 8</u>						
do. double Angle Iron on Upper edge	<u>4 1/2</u>	<u>4 1/2</u>						
Average space... ..	<u>4 1/2</u>	<u>4 1/2</u>						
AMS, Main, or Middle Deck } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }	<u>9 x 8</u>	<u>9 x 8</u>						
do. double Angle Iron, on Upper Edge	<u>4 1/2</u>	<u>4 1/2</u>						
Average space... ..	<u>4 1/2</u>	<u>4 1/2</u>						
AMS, Lower Deck, Hold, or Orlop } Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron }	<u>10 x 10</u>	<u>10 x 10</u>						
do. double Angle Iron on Upper Edge	<u>4 1/2</u>	<u>4 1/2</u>						
Average space... ..	<u>4 1/2</u>	<u>4 1/2</u>						
ELSONS Centre line, single or double plate, } box, or Intercoastal, Plates	<u>30 x 14</u>	<u>30 x 14</u>						
Rider Plate	<u>14 x 14</u>	<u>14 x 14</u>						
Bulb Plate to Intercoastal Keelson	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
Angle Irons	<u>12 x 12</u>	<u>12 x 12</u>						
Double Angle Iron Side Keelson Plate	<u>13 x 12</u>	<u>13 x 12</u>						
Side Intercoastal Plate	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
do. Angle Irons	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
Attached to outside plating with angle iron	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
AGE Angle Irons	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
do. Bulb Iron	<u>12 x 12</u>	<u>12 x 12</u>						
do. Intercoastal plates riveted to plating for 1/2 length	<u>13 x 12</u>	<u>13 x 12</u>						
ELGE STRINGER Angle Irons	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
Intercoastal plates riveted to plating for length	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
STRINGER Angle Irons	<u>6 1/2 x 4 1/2</u>	<u>6 1/2 x 4 1/2</u>						
oms, material. Knight-heads. Hawse Timbers.	<u>Iron</u>	<u>Iron</u>						
indlass <u>Iron patent</u> Pall Bitt	<u>Iron</u>	<u>Iron</u>						

FRAMES extend in one length from keel to gunwale & to rail alternately Riveted through plates with 16/16 in. Rivets, about 7 apart.

REVERSED ANGLE IRONS on floors and frames extend across middle line to main and to upper deck alternately

ELSONS. Are the various lengths of Plates and Angle Irons properly connected? yes And butts properly shifted? yes

ATING. Garboard, double riveted to Keel, with rivets 1 3/16 in. diameter, averaging 4 3/4 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clench, double riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 1 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of all Strakes at Bilge for 1/2 length, treble riveted with Butt Straps 1/8 thicker than the plates they connect. for 1/2, 1/4, 1/8

Edges from bilge to Main Sheerstrake, worked clench, double or single riveted; with rivets 1 in. diameter, averaging 3 1/2 ins. from cr. to cr.

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

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted. lower edge.

Butts of Main Sheerstrake, treble riveted for 3/4 length amidships. Butts of Upper or Spar Sheerstrake, treble riveted 3/4 length amidships.

Butts of Main Stringer Plate, treble riveted for 1/2 length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for 3/4 length.

Breadth of laps of plating in double riveting 6 1/4 Breadth of laps of plating in single riveting 6 1/4

But Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Quadruple Treble

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

ams of the various Decks, how secured to the sides? Knees turned & riveted No. of Breasthooks, 3 Crutches, 3

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

anufacturer's name or trade mark, Plates, Corsett & Forhead; beams Butterley, angles Mossend.

The above is a correct description.

uilder's Signature Harland & Wolff Surveyor's Signature, J. W. Scullard

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

IRON 488-0010

Workmanship.

Are the butts of plating planed or otherwise fitted? *hammered*

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* **24640 tons**

Do any rivets break into or through the seams or butts of the plating? *no*

Masts, Bowsprit, Yards, &c., are *iron wood* 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 *Four masts fitted as auxiliary to the steam power.*

These masts are built from the same drawings as appd of for similar vessel "British Empire" see Belfast Report of 12 and Secretary's letter of the 24 May 79. Plates tested and found satisfactory -

NUMBER for EQUIPMENT 39667		Fathoms.	Inches.	Test per Certificate.	Length & Size req'd pr Rule.	Test req'd per Rule.	ANCHORS.	No.	Weight. Ex. Stock.	Test per Certificate.	W'ght req'd per Rule.	Test req'd per Rule.
No.	SAILS.	CABLES, &c.	150	2 1/8	81 7/20	300, 2 1/8	Bowers	4	43.2.12	37.19.1.0	41 1/2	36 1/20
		Chain	150	2 1/8	---	---			41.0.22	36.12.2.0	41 1/2	36 1/20
									40.1.14	36.0.2.14	36 1/4	33 1/20
									36.1.16	33.7.2.0	40 1/2	36.2
No.	Fore Sails,	Lloyd's proving house charter										
	Fore Top Sails,	A.S. Jack supd 5.19.4/18 79										
	Fore Topmast Stay Sails	90	13 1/16	16 1/20	90-13 1/16							
	Main Sails,	Hawser ... 100	5" steel		90-12		Stream	1	12.1.18	14.5.0.0	12 3/4	14 1/20
	Main Top Sails,	Towlines ... 100	3" steel		90-12							
No.		Warp ... 100	8" hemp		90-12		Kedges	1	6.2.18	8.18.3.0	6 1/2	8 1/20
		quality good	76. 2 1/2 1/20		90-8							

Standing and Running Rigging *wire & hemp* sufficient in size and *good* in quality. She has *4* Long Boat and *two others*.

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

Engine Room Skylights.—How constructed? *strongly of lead* How secured in ordinary weather? *always shipped*

What arrangements for deadlights in bad weather? *bull's eyes*

Coal Bunker Openings.—How constructed? *inside of casing* How are lids secured? *bolts* Height above deck? *15"*

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *5 scuppers and 4 freeing ports and the bulwarks in wake of hatchways and gangway fitted with iron guard stanchions & rails.*

Cargo Hatchways.—How formed? *Iron*

State size Main Hatch *11.5x9.11 & 11.6x9.11* Forehatch *11.6x9.11; 19.8x11.10* Quarterhatch

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? *Oak shifting beam & oak fore & afters*

Hatches, If strong and efficient? *yes*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No.

General Remarks (State quality of workmanship, &c.) *This three decked vessel has been built in accordance with the tracing of midship section submitted and approved see secretary's letters of 10th January 1879, and 1st March 1879, and in other respects to the Rules for the 100 A Grade.*

She has a forecabin 78 feet long, top in the form of a turtle back (not enclosed) beams 5x3x3/8 partially plated and partly covered with a 2 1/2 inch teak deck.

Enclosed space at middle line for cables &c and enclosure for engine and boiler hatches sides and ends iron, with angle iron beams 5x3x3/8 extending to sides of ship and riveted to frames carried up to receive them. These erections are together 146 long x 28 ft wide and are covered with a 2 1/2 inch teak deck upon which is built a light chart house. The life & other boats are stowed on this deck, and the engine room skylight is fitted above it.

She is steered by machinery, the Chain working over an angle iron wheel, the steering wheel and gear are protected by a house 44 ft long x 14 wide, beams 4 1/2 x 3 x 3/8 carried across top of house extending to and riveted to the frames at the gunwale, the space between the sides of house & bulwarks is lightly plated forming a turtle backed poop upon which is laid a 2 1/2 inch teak deck. Vessel has been put into dry dock and the bottom coated with Blair's patent composition. Materials good: Workmanship superior.

48 ft 78 ft

State if *one, two, or three*, decked vessel, or if *spar, or running decked*, and the lengths of poop, forecabin, 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 *Speeder paint, bottom Blair's patent comp*

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

The amount of the Entry Fee ... £ 5 : 0 : 0 is received by me, *JWS*

Special ... £ 112 : 3 : 6 3/10 1879

Certificate ... *Grates:*

(Travelling Expenses, if any, £ *machinery fees 24.0.0* 7th October, 1879.

Committee's Minute *100 A.1*

Character assigned *Lloyd's Register*